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The New-York Times.

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RECEIVER FOR COMMERCIAL

DEPOSITORS DIDN'T KNOW ONE WAS TO BE ASKED FOR.

Application Not Made in Brooklyn, but to Judge Barnard at Poughkeepsie—W. N. Dykman, Who Was Appointed, Will Take Charge of a Bank with a Deficiency of $110,695.65 and Unavailable Securities of $240,231.38—Discrepancies in the Bank's Reports.

POUGHKEEPSIE, N. Y., Aug. 30.—In the quiet seclusion of this beautiful rural neighborhood, freed from whatever embarrassments the presence of the depositors might have entailed, the Directors of the suspended Commercial Bank of Brooklyn, through Deputy Attorney General John W. Hogan, to-day placed their defunct institution in the hands of a receiver.

On the request of President Seth L. Keeney, and with the acquiescence of the Deputy Attorney General and State Superintendent of Banking Charles M. Preston, Justice Barnard of the Supreme Court appointed William N. Dykman as receiver.

Mr. Dykman is President Keeney's personal counsel. The reason assigned for the application for his appointment was that he knew more about the affairs of the bank than almost anybody else. He is also closely identified with Mr. Keeney in the management of the Brooklyn *Eagle*.

The old Commercial is thus saved from falling into the clutches of outsiders.

Whether it was due to unusual modesty on President Keeney's part or to a desire to save the Deputy Attorney General the trouble of going to Brooklyn, the fact remains that none of the depositors or creditors was given an opportunity to be present at the application for a receivership.

The notice that the application would be made was given out officially in Brooklyn late Tuesday afternoon, coupled with the statement that the hearing would take place here this morning at 9 o'clock. None of the creditors or depositors knew of the proposed application until the notice appeared in the New-York papers this morning, and there was then no train which could land them at Poughkeepsie earlier than 9:45 o'clock.

Not being present, however, the depositors and creditors of Mr. Keeney's bank were spared the shock of hearing with their own ears the actual condition of that institution.

The Commercial, according to figures presented to Justice Barnard by Superintendent Preston, is one of the most thoroughly wrecked banks that ever existed in Brooklyn. Its real condition is far worse than the least sanguine depositor has allowed himself to suspect.

David Barnett, counsel to the bank, said, sententiously, after hearing the report of the Examiners read, that he hoped the depositors would get 50 cents on the dollar.

There is nothing to show, however, even the approximate actual value of the outstanding discounted notes, which constitute the bulk of the bank's alleged assets, and the opinion is expressed that the Commercial's depositors may not receive more than 25 cents on the dollar.

It now appears that the bank lost $166,000 outright through George L. Hassell's operations. The Directors gave notes for $80,000 to cover them four years ago, but the notes have never been paid.

Superintendent Preston's statement of the actual condition of the Commercial Bank is as follows:

RESOURCES.	
Discounted bills on hand (not yet due)	$481,279.05
Discounted bills in the hands of the Bank of New-York National Banking Association (not yet due)	314,143.55
Discounted bills suspended (past due)	52,056.26
United States bonds, 4 per cent., par value $1,000	1,100.00
Brooklyn Warehouse and Dry Dock Company's stock, 150 shares, in the hands of the Bank of New-York, National Banking Association	9,000.00
Banking House (estimated)	75,000.00
Cash on hand	17,710.41
Bills receivable, (personal notes of the Directors, given four years ago)	80,000.00
Overdrafts	23,045.91
Furniture and safes	1,500.00
Rent account	287.00
Total	$1,055,122.18

Of the above the following are estimated to be unavailable:

Discounted bills	$205,857.09
Discounted bills, suspended (past due)	26,052.73
Overdrafts	8,321.56
Total unavailable securities	$240,231.38

LIABILITIES.	
Capital	$108,000.00
Due depositors	726,998.77
Certificates of deposit	1,069.25
Dividends unpaid	1,118.40
Certified checks	11,133.28
Due the Bank of New-York National Banking Association, current account	49,392.56
Due Seventh National Bank	240.51
Due Fifth National Bank	319.60
Due Seth L. Keeney (special)	25,148.75
Salaries accrued	565.33
Expenses accrued	1,600.00
Total	$925,586.45
Deficiency	$110,695.65

There are a number of interesting discrepancies between the report which Superintendent Preston submitted to-day to Judge Barnard, showing the actual condition of the Commercial Bank as he found it on investigation, and the last quarterly statement of the bank, made early in June to the State Banking Department.

According to the last quarterly report of the bank, there was due from Directors $54,944.43. By Superintendent Preston's report it appears that $80,000 has been due from the Directors for the last four years. These notes were given, with the alleged consent of the State Banking Department, at the time G. L. Hassell involved the Commercial in trouble. Not a dollar was ever paid on the notes, and their existence was not made apparent by the quarterly reports to the Banking Department.

In the June quarterly report the overdrafts were set forth as amounting to $585.62. According to Superintendent Preston's report, the overdrafts amounted to $23,045.91.

The quarterly report of the bank stated that there was due $17,971 from other banks and from trust companies. Mr. Preston found that the Commercial owed outside banks $49,952.67.

The quarterly report credited the bank with $65,000 in stocks and bonds. The only bond which Mr. Preston found was one United States 4 per cent. bond of the par value of $1000. The only stock which he found, according to his report to Judge Barnard, was 150 shares of the Brooklyn Warehouse and Dry Dock Company, of which President Keeney is a Director, par value, $15,000; market value, $9,000.

The quarterly report limited the "suspense account" to $5,000. This is the account to which uncollected bills which are past due are credited. Superintendent Preston raised the suspense account to $52,056.26. The item of $5,000 had appeared for several years in the quarterly reports of the Commercial Bank to the State Banking Department. The figures were always the same.

The June quarterly report fixed the bank's resources at $1,296,256.19. Superintendent Preston's report fixes the resources at $1,055,122.18.

The June quarterly report credited Mr. Keeney's institution with undivided profits amounting to $115,369.80. There was no mention of any undivided profits in Mr. Preston's report to-day.

The last quarterly report contained an item of $80,000 among the bank's liabilities, and this sum was said to be "due individuals and corporations other than banks and depositors." This amount corresponds exactly with the item of $80,000 which Superintendent Preston took from among the so-called liabilities and put among the assets.

The proceedings for a receivership were marked by the most amicable relations between the bank officers and the State officials. Nobody seemed to have any hard feelings, and the complete absence of the depositors and creditors put every one in a good humor.

The Deputy Attorney General was evidently grieved to appear as the official censor of President Keeney, even by implication. He asked for a receiver in a deprecating way and hastened to agree to the suggestions made by Mr. Keeney and Lawyer Barnett. Superintendent Preston seemed to be pained by the disclosures contained in his report on the Commercial's condition. He did not hesitate afterward, though, to characterize the methods which prevailed in that bank.

Lawyer Barnett came up to Poughkeepsie last night. He arose early this morning and sought a typewriter, to whom he dictated a long statement in vindication of President Keeney and attacking Cashier Vail. Eight typewritten copies of this statement were quickly produced.

President Keeney arrived at 9:45 this morning. He was evidently not oppressed by the apprehension that he would be too late, for he walked up from the station. His first duty was to revise Mr. Barnett's typewritten statement and arrange for its distribution among the representatives of the press.

These preliminaries being arranged, Mr. Barnett informed Mr. Hogan that Mr. Keeney was ready, and together they went to Judge Barnard's office. There were present at the hearing only the Judge, Deputy Attorney General Hogan, Superintendent Preston of the State Banking Department, President Keeney, and Lawyer Barnett.

The Deputy Attorney General read Mr. Preston's report on the condition of the bank, and formally applied for a receiver on the ground that the corporation was insolvent.

"The capital and surplus," he said, "have all been wiped out, there is a deficiency of $110,695.65, and the Directors, despite the ample opportunity offered them by Mr. Preston, have been unable to resume."

Mr. Barnett stated that the bank did not oppose a receivership.

Injunction orders were granted restraining the Directors or creditors of the bank from taking its assets while it remained in the hands of a receiver.

"Who will you have for receiver?" asked Judge Barnard.

Deputy Attorney General Hogan said that the name of William N. Dykman had been suggested. "He is acceptable to me," said Mr. Hogan. "He was suggested to me some days—weeks ago."

"I have investigated Mr. Dykman and he suits me," said Mr. Preston. "He meets the wishes of the people there in Brooklyn."

"He suits me," said Judge Barnard.

"The Directors have passed a resolution recommending Mr. Dykman for receiver," sain Lawyer Barnett, flourishing the resolution.

Mr. Dykman was made receiver.

"What bond do you want?" asked Judge Barnard.

"I would respectfully suggest that it be not placed too high," said Mr. Hogan.

"Will $100,000 suit?" asked the Judge.

The sum named seemed to strike all favorably, and the bond of the receiver was fixed at $100,000.

"What will you have for a depository?" asked the Judge.

"We would like to put our funds in the Long Island Loan and Trust Company of Brooklyn," broke in Mr. Barnett. "Mr. Keeney and I are Directors of that institution, and it is one of the soundest in Brooklyn. We have never lost a dollar."

"That institution is satisfactory to me," said Mr. Hogan, "but I think there ought to be two depositories."

President Keeney objected. "There probably won't be a very large amount of money to distribute among the Commercial depositors," he said, "and it seems to me that one depository is sufficient."

"Those assets of the Commercial," said Lawyer Barnett, with a dry and taking smile at the venerable Judge, "might dwindle down in the future, and there might not be as much money to put in a depository as we now think there will be."

Messrs. Hogan and Preston mildly insisted that two depositories were better than one.

"I'll give you two," said the Judge.

Thereupon Superintendent Preston went over and whispered in President Keeney's ear. Mr. Keeney studied a minute and whispered something in reply.

"I would suggest the Hamilton Trust Company of Brooklyn," said Mr. Preston.

Mr. Hogan was agreeable and it was so fixed.

Col. William Hester, fellow-Director with Mr. Keeney in the Brooklyn *Eagle* and the Eagle Warehouse and Storage Company, is a Director of the Hamilton Trust Company.

"That's all you gentlemen want of me, isn't it?" asked Judge Barnard.

All hands nodded assent and the Judge vanished into his back room.

After the proceedings Mr. Barnett distributed his typewritten vindication of Mr. Keeney.

This statement, which Mr. Barnett said was an interview with himself, began with the declaration that during the five years that Mr. Keeney administered the Commercial Bank that institution lost only $10,000 by bad paper. The statement charged that Cashier Vail ran the bank to suit himself under the Hudson administration, and well into the Keeney administration, keeping its real condition secret from the Directors.

According to Mr. Barnett's statement, Robinson Gill, Elbert Snedeker, and Seth L. Keeney, three of the Directors of the Commercial, lost $105,000 of their own money in trying to develop the mining property which the bank took as collateral from Hassell.

"Cashier Vail of the Commercial Bank was a very careless and slipshod banker," said Superintendent Preston, commenting on his report.

"I was asked by Mr. Keeney and his friends to sign, for publication, a statement to the effect that only $10,000 had been lost in his administration.

"The notes for $80,000 which were given in 1889 by the Directors to cover the Hassell overdrafts ought to have been paid long ago. It was very poor banking not to pay them. For three years I have been criticising the condition of the Commercial, but the Directors have insisted that it was solvent.

"Of the $52,056.26 of suspended notes, some have been due for five years."

Receiver Dykman said last night, when seen in Brooklyn by a reporter for THE NEW-YORK TIMES, that he expected to have a report ready on the bank's affairs in about a week. "I was surprised by the application for a receivership," he said, "as I had nearly finished a plan for resumption. I will do my utmost to bring about resumption."

There was a stir among the depositors yesterday when it was learned that a receiver had been appointed at Poughkeepsie, seventy-five miles away. Some of the Directors declared that Mr. Dykman was selected to protect the Directors rather than the depositors.

A meeting of the depositors has been called, to take place Monday night, at Haviland Hall, in Classon Avenue.

CALISAYA LA BILLA.
A much-appreciated physician's aid.—*Adv.*

LIGHTS COULD NOT BE SEEN

STARTLING TESTIMONY HEARD BY CORONER BRANDON.

Only the Twenty-two-Year-Old Fireman of the Rockaway Train Could Descry the Laurel Hill Signal—The First the Engineer Saw Was the Tail End of the Manhattan Train—Had Lost His Book of Rules—Engineer, Conductor, and Tower Men Arrested.

NEWTOWN, L. I., Aug. 30.—There was startling testimony to-night before Coroner Brandon at the inquest to determine the blame for the collision on the Long Island Railroad Saturday night at Berlin by which sixteen persons lost their lives and many others were injured.

According to the testimony the lives of the passengers on the Manhattan Beach train depended on whether the twenty-two-year old fireman on the train could catch a glimpse of the Laurel Hill signal through an opening between the trees and a house near the short curve before entering the block.

The engineer, it was shown, could not see the light himself and had to depend entirely on the fireman.

This testimony, given at the inquest, which was adjourned late to-night, completely overshadowed in interest the arrest earlier, on Coroner Brandon's orders, of four of the employes of the road—Frank Cronkite, engineer of the Rockaway Beach train; Robert J. Knott, who was in charge of the block signal tower at Berlin at the time of the accident; Conductor John Mott of the wrecked Manhattan Beach train, and Charles W. Hessner, who was in charge of Signal Tower No. 6, at Mount Olivet, and who gave the signal for the Rockaway Beach train to go through the block.

Engineer Cronkite and Towerman Knott were taken into custody early in the forenoon, when they appeared at the office of General Superintendent Blood at the Long Island Railroad station in Long Island City. Conductor Mott and Towerman Hessner were arrested late in the afternoon at their residences. The four men were lodged in jail here to await the verdict of the Coroner's jury.

District Attorney Fleming had also obtained warrants for the arrest of these men, and had detailed officers to take them into custody, when he received information that Coroner Brandon had forestalled him. He then said he would take no further proceedings until after the Coroner's inquest. The Grand Jury will sit on Sept. 10, and in the event of the examination before the Coroner not being satisfactory the District Attorney will present the case for the Grand Jury's consideration.

The Town Hall was crowded this evening when the inquest began. Railroad Commissioners Samuel A. Beardsley and Michael Rickard were present with the stenographer of the commission to watch the proceedings. District Attorney Fleming, representing the people, and Counselor William J. Kelly, representing the Long Island Railroad, were also present.

Col. Oakey, Assistant United States District Attorney of Brooklyn, represented the son of Mr. and Mrs. Dyckhoff, both of whom were killed.

The jury impaneled was made up as follows:

Albert Price, sexton of the Presbyterian Church; Albert Herbert, tailor; George Zeiler, jailor at the Town Hall; James R. Hyland, constable; John Laverty, tinsmith; James P. Rappelye, secretary to Supervisor John Heeg; Charles Schneller, hotelkeeper; Thomas J. Conroy, Justice of the Peace; Peter Beuerlein, Assessor; Henry Worms, cigar manufacturer; John T. Robinson, Town Clerk; Charles F. White, editor of the Newtown *Register*; Solomon Worms, dry goods merchant and real estate dealer.

The following witnesses were first called and testified that they identified the bodies of their relatives and friends at Skilton's morgue: Charles W. Engel of New-York testified that he identified the bodies of Mrs. Bertha Weinstein and her son Sidney; Stephen B. Affleck, 83 Beaver Street, New-York, identified the body of Mrs. Margaret Graeven of 1,696 Broadway; Thomas B. McCormick, 40 East Thirty-second Street, New-York, identified the body of J. J. Hyland; Philip Deitzel identified the body of his daughter Maggie Deitzel; W. J. Kempner, 97 Gold Street, New-York, identified the body of Max Stein.

Dr. Gideon L. Knapp, 36 West Twenty-fifth Street, was then called, and testified that he was returning from Sheepshead Bay with Elisha A. Buck and his son on the Manhattan Beach train. The greater part of his testimony was substantially similar to his statement published in THE NEW-YORK TIMES on Monday.

He gave some additional testimony to show the irregularity with which the trains were run on Saturday night from Manhattan Beach. He said that one train passed Sheepshead Bay station without stopping, and that the agent there informed him he would have to report the engineer for running by the danger signal.

At Berlin, he said, their train stopped from two to four minutes, and had moved out of the block and was going at the rate of from six to ten miles an hour when the smash-up came.

"Now, I would state, although my statement may upset a great many of the reports that I read in the newspapers," said Dr. Knapp, "to the effect that Thomas Finn, the rear brakeman of our train, is dead—I claim that if he is dead he was not the rear brakeman of the Manhattan Beach train. When the train came to a stop the rear brakeman got off with his lantern and did not go back more than ten feet from the rear of the train. Just as the first whistle from the Rockaway Beach train was heard our train started and he then swung his lantern standing on the lower step of the platform. He maintained that position until the train approached in the rear, and he then jumped off to the other track and swung his lantern. I don't know what became of him afterward, but I am certain he jumped off before the collision occurred. He was not on the train when myself and Mr. Buck came on the rear platform to take a chance for our lives by jumping. There was no other brakeman on our car."

At the time of the accident Dr. Knapp said it was slightly foggy, so slightly that he could see the headlight of the approaching engine up on the hill at a distance of about a quarter of a mile.

Orville Frank Cronkite, the engineer of the Rockaway Beach train, after being cautioned by the Coroner that he was not bound to answer any question that might tend to incriminate himself, testified as follows:

"Explain to the jury the condition of the track between Signal Towers Nos. 5 and 6, and how the lights are placed."

"Tower No. 5 is situated on the crossing. I don't know the name of the crossing. It is situated north of Grand Street crossing. From there you have a slight curve to the right; then you curve sharp to the left. There is a very sharp curve to the left. I cannot tell the exact distance of the block from the tower, but it is situated east of the tower. On the sharp part of the curve there is a house, and in front of this house or a part of the house, facing the track there is some shrubbery or trees, and the way we catch this block to see that it is all right is by looking through a small space between the house and the trees. This is the only way we can tell whether the signal is white or red."

"A little space, did you say?"

"Yes, Sir; there is a little space between the trees and the house. The engineer cannot see the signal there himself, and the fireman always catches it for him and tells him whether it is white or red. That is the best explanation I can give you."

"Outside of these towers there are other signal lights along the track?"

"Not at that point. There are only the lights on the towers. The signal is red for danger and white for safety. There is one block east of Habberman's tin factory."

"That is visible only in the day time?"

"In the day time and at night by the lights."

"Coming from Bushwick Junction where is the light?"

"Around the curve to your left; right around the curve by the crossing; I don't know the name of the crossing."

"Does the tower, as you come from Bushwick Avenue, throw out a light?"

"Not as I ever noticed."

"How far from this first tower is this signal light you speak of?"

"What was it?"

"White."

"What was the meaning of that light?"

"That the track was clear."

Witness then stated that he was about two minutes behind time when leaving Bushwick Avenue Junction, and that after crossing Grand Street he was on a down grade and was traveling at a speed of from twenty to twenty-five miles an hour. At the crossing east of the bridge over Grand Street the signal showed a white light.

"What tower was that?"

"I am not acquainted with the towers. The Laurel Hill block is No. 5."

"At what distance could you see it?"

"I cannot say the exact distance. We have to look across the curve to see that light."

"Can the engineer see that?"

"No, Sir."

"On the night in question what did the fireman tell you?"

"He said, 'All right.'"

"Then the jury is to understand that that is the manner in which you passed that light?"

"Yes, Sir. After he had said 'All right!' we rounded the curve where those trees were, and the next thing he said to me was 'Lord! Frank, there is a hind end!' That was the next light I saw."

"How long did it take from the time he said 'All right!' until he said that?"

"That I cannot say; it was only a short time."

"What did you do when he said that?"

"I applied the brake I had and reversed the engine."

"At any time before the collision did you see the hind end yourself?"

"Yes, Sir; just before."

"What is the custom in case of a train slipping on the track?"

"I believe it is customary to send a flag back at least three-quarters of a mile."

"Have you got the book of rules?"

"No, Sir; I lost my book."

"How do they call the brakeman in?"

"They call in from the east by a full blast whistle, a short one; from the west four long blasts."

Witness further stated that he did not receive any notification that the Manhattan special was on the track or that there was any departure from the schedule trains of the road. He left Bushwick Avenue Junction at 11:44. From the time the fireman saw the light before entering the block at Laurel Hill, even though it showed a danger signal, he said it would be impossible to stop his train before passing it.

Robert F. Prince, the boy fireman of the Rockaway train, was next called. He corroborated the testimony of Engineer Cronkite. He said he was twenty-two years and one month old, and had been in the employ of the Long Island Railroad Company two years.

When he told the engineer he saw a rear end he applied the brakes. It was then too late.

The Rockaway Beach train was running at a speed, he believed, of from twenty to twenty-five miles an hour, but not faster than was usual at that point on the road.

The inquest was adjourned until 3 P. M. to-morrow.

A NEW BISHOP FOR VERMONT.

The Rev. Arthur Cranshay Alliston Hall of Oxford Elected.

BURLINGTON, Vt., Aug. 30.—By a concurrent vote to-day of the clerical and lay delegates to the Protestant Episcopal Convention of the Vermont Diocese, convened here, the Rev. Arthur Cranshay Alliston Hall, D. D., of Oxford, England, was elected to succeed the late Right Rev. William Henry Augustus Bissell as Bishop of the diocese.

Eight candidates were in the field. The first ballot resulted as follows: A. C. A. Hall, Oxford, England—Clergy, 19; laity, 33. Joseph Carey, Saratoga, N. Y.—Clergy, 3; laity, 12. H. H. Nichols, Minneapolis, Minn.—Clergy, 2; laity, 23. W. H. Vibert, New-York—Clergy, 1; laity, 5. H. H. Allen, Boston, Mass.—Clergy, 1. W. J. Harris, Rutland, Vt.—Clergy, 1. J. C. Roberts, Concord, N. H.—Laity, 8. E. S. Lines, New-Haven, Conn.—Laity, 1. Whole number of votes cast: By clergy, 27; by laity, 82.

Dr. Hall received the election by the clergy, but not by the laity, and as a concurring vote was necessary another ballot was ordered. On the second ballot Dr. Hall received 21 clerical and 45 laity votes, or a majority of both, and was formally declared elected by Chairman Bliss.

The election of Dr. Hall was made unanimous, and the following committee was appointed to notify him of his election: The Rev. William Bogart Walker, Bennington; the Rev. W. F. Weeks, Brandon; the Hon. Kittredge Haskins, Brattleborough, and Col. C. S. Forbes, St. Albans.

Chairman Bliss sent a cablegram to the Bishop-elect advising him of the action of the convention.

PROF. GOODALE'S SON MARRIED.

Wedded in St. Luke's, Portland, to May Adelaide Evans of That City.

PORTLAND, Me., Aug. 30.—The son of Prof. Goodale of Harvard University was married today in St. Luke's Church, this city. It was an elaborate society event. The contracting parties were Dr. Joseph Lincoln Goodale and Miss May Adelaide Evans.

Bishop Henry A. Neely, D. D., was the officiating clergyman. The altar at the church was bedecked with flowers. Prof. Herman Kotzschmar presided at the organ, and as the bridal party entered the church Lohengrin's Wedding March was played and Mendelssohn's march after the ceremony.

Miss Evans was most becomingly attired in satin, with trimmings of white duchesse. The bridesmaids were Miss Margaret Davis of Portland, Miss Folger of Portland, Miss Lathrop of Buffalo, N. Y., Miss Mabel Stephenson of Portland, and Miss Margaret Boyd of Portland. The two sisters of the bride, Misses Mildred and Jeannie Evans, preceded the procession. The best man was Mr. Scudder of Boston, and the ushers were Messrs. Harrison M. Davis, J. F. A. Merrill, Edwin Stanwood, Selden C. Fox, Philip Carter, and Howard Corning.

A reception was held at the residence of Mrs. W. H. Stephenson. Dr. and Mrs. Goodale on Saturday will sail for Europe, to be absent one year. Dr. Goodale is to study in London and Vienna. On their return they will reside in Cambridge, Mass.

Printers and Publishers to Arbitrate.

ST. PAUL, Minn., Aug. 30.—At a meeting this evening of over 300 members of St. Paul Typographical Union No. 30, it was decided to submit the question of a reduction in the prices of composition to three arbitrators, one to be selected by the union, a second by the publishers, and a third to be mutually agreed upon. It is understood the third will be selected from the district Judges. The employing printers have agreed to submit the matter to arbitration, and a settlement will be reached by the end of the week.

The question at issue is whether the depression warrants a cut of 10 per cent. in the price of composition. If the cut goes into effect, the reduction will be from 42 to 37 cents a thousand ems on morning newspapers and from 35 to 31½ cents on evening papers.

John Muir Made Receiver.

UTICA, N. Y., Aug. 30.—John Muir of Brooklyn has been appointed by Judge Lacombe receiver of the Schenectady Street Railroad at the request of Cora N. Williams, a New-Jersey stockholder, who alleges that the company is insolvent.

"New-York Day" at the World's Fair will be Sept. 4, and the Picturesque Erie Lines' next personally-conducted excursion leaves New-York, Chambers St., 10:15 A. M., Saturday, Sept. 2. Limit, ten days. Rate, $18, with privilege of returning via Niagara Falls.—*Adv.*

SISTER SHIP TO THE RESCUE

CITY OF SAVANNAH RAN UPON HUNTING ISLAND.

Some of Her Passengers Taken Off by the Birmingham, Others Get Away on a Life Raft and Make a Safe Landing—Terrible Experience of Those Aboard the Ship, Who Clung for Hours to the Rigging—The Captain Tells of the Great Storm and the Loss of His Boat.

SAVANNAH, Ga., Aug. 30.—The City of Savannah is ashore on Hunting Island, thirty miles off Beaufort. She is a total wreck, and is rapidly going to pieces.

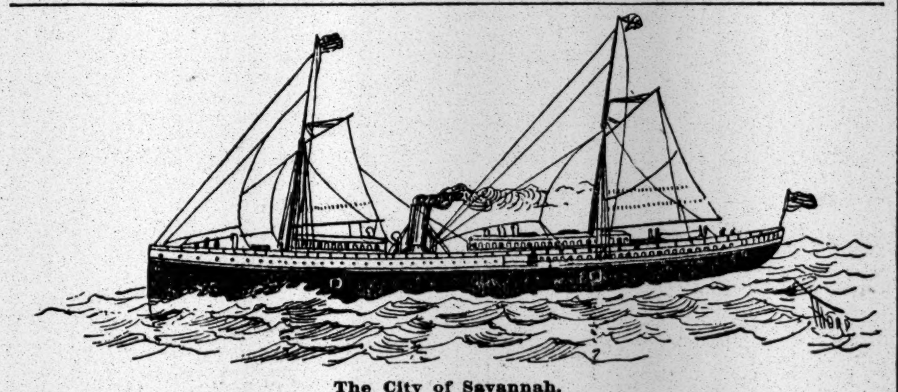
The crew and some of the passengers were taken off by a sister ship, the City of Birmingham. Others of the passengers took to a life raft and made a landing on St. Helena Island, near Beaufort, on Senator Don Cameron's place.

Hunting Island is on the South Carolina coast about thirty miles above Bluffton. It is about twelve miles long.

The passengers on the Savannah were:

ARMSTRONG, J. W.
BARLOW, GEORGE.
CONNELL, WILLIAM.
COOPER, C.
DARROWS, MATTHEW.
HOOKER, D. A.
HOOKER, E. P.
HOOKER, MARY S.
LAMONT, DR. G. W.
LAURENT, M.
LORE, ANNIE.
M'DONALD, J.
NORMAND, ELLEN.
NORMAND, HELEN.
NORMAND, HENRY.
NORMAND, JOHN.
TODD, E. A.
WADE, Mrs. ALLEN.
WADE, JOHN.

Capt. Savage got word off that the vessel was ashore with water in the hold and unable to get away and to send assistance at once. This was received at Beaufort and hurried over to the Collector of the Port.



The City of Savannah.

Capt. Savage of the wrecked Savannah said: "Well, I've lost my steamer, but I thank God that, so far as I know, no lives were lost.

"The gale, which was the most frightful I ever experienced, struck the Savannah off Charleston, and I tried to head her out to sea. The water was too much for me, though, and sea after sea shipped over the vessel, carrying away the pilot house and a portion of the saloon. Next the smokestack went, and then the waves poured in and put out the fires. Then I was lost.

"For twelve hours, however, I managed to fight the elements, and then, seeing that further effort was futile, I headed her for Hunting Island and docked her as far up as possible.

"We signaled repeatedly for assistance, but none came, although several tugs passed along, and finally I called for volunteers to make the perilous trip to the lighthouse, six miles away, to get assistance. A crew of three sailors started out, and they probably made Beaufort.

"It was Monday morning, about 5 o'clock, when I beached the Savannah, and in the afternoon the first and second officers fitted up a life raft and took nine women and children and several of the crew toward Helena. I think they landed safely.

"Dr. Lamar and his wife were in the party with their children.

"After the life raft left, the sea began to break the vessel, and we all took to the rigging, from where we were rescued by the Birmingham's crew this morning.

"If we had had to remain many hours longer in the rigging, we would have been drowned. It was a welcome sight to me when I saw the signal light of the Ocean Steamship Line last night and knew the Birmingham was coming to our rescue."

One of the passengers said: "Capt. Savage had but two lights left when he burned the signal which Capt. Berg sighted. At daylight Tuesday the Birmingham began to come into sight of floating wrecks and spars. At 6 P. M., a ship was sighted ashore in the breakers about six miles south of St. Helena Lighthouse, and her Captain saw our ship and signaled.

"Capt. Berg recognized the signal and exclaimed: 'God, that must be the Savannah!'

"A boat was manned, with First Officer Johnson, and sent to her. He came back and said she was the City of Savannah and was ashore in the breakers three miles from shore, going to pieces, with passengers and crew in the rigging. They had been there since Sunday night, and it was impossible to attempt to rescue the unfortunates until daylight.

"The Birmingham was anchored, and in the morning boats in charge of First Officer Johnson and Second Officer Hamilton reached the ship, and the rescue of those on board was effected with safety.

"The lady passengers of the ill-fated craft, together with such others as her boats would hold, had been sent to shore the day before.

"It was a brave act to reach that ship with breakers around and about her, but, of course, Johnson and Hamilton did this with their sturdy crews."

Dr. Bleakney, one of the passengers on the Birmingham, said: "We took the passengers off the City of Savannah in the morning. The wreck was first sighted just as dark was coming on. If we had been two or three hours later, we might have passed by her. The wreck was recognized by Capt. Berg as that of one of his line.

"Soon afterward signals of distress were fired. The Birmingham answered.

"First Officer Johnson and a picked crew manned one of the lifeboats and started for the wreck, which was on shore about six miles off.

"The Captain of the Birmingham would have endeavored to take the crew and passengers off Tuesday night if there had been any imminent danger of the vessel's going to pieces.

"When the first officer returned it was with the news that the Savannah was all right until morning. The Birmingham accordingly remained near her, ready to respond at once in the event of an emergency.

"None of the passengers slept that night. We had our own rough experience to talk over and the still worse lot that had fallen to those on the City of Savannah.

"In the morning at 5 o'clock the first and second officers, with crews, left the Birmingham with two lifeboats. The sea was still running quite high. It was a five hours' trip, and it was after 9 o'clock when they returned with their precious freight. They were utterly exhausted, needed drink and food, and I never saw men so eager for water before.

"The second trip took but three and one-half hours. It was about 1 o'clock, I think, when all were aboard who had been found on the City of Savannah and we started on the home run to Savannah.

"We were a happy lot, after all, with the consciousness that the noble ship had been the means of saving so many persons from a watery grave.

"Unfortunately, in view of subsequent events, all the passengers were not on the City of Savannah. Nine women, two children, and one man (Dr. Lamar) had left the steamer with the first and second officers in a lifeboat. Dr. Lamar went, I believe, because his wife and children were in the boat.

"I understand a volunteer crew of three sailors also left the City of Savannah to seek assistance or get word to some town.

"They were sighted by a tug, we are told, and probably are safe on one of the islands.

"The other boat or life raft I suppose is also safe. It is thought she made St. Helena Island. There are plenty of points where they could get in all right.

"On our way down we passed the wrecks of nine ships, in all sorts of positions. When we saw them we understood even more than before what a terrible cyclone we had gone through."

The passengers from the Birmingham agree that the experience they have passed through is one they will never forget. One of the lady passengers said:

"It will be a nightmare to me for a week. The worst part of it all was Tuesday night as we lay off St. Helena Island waiting for the break of morning to rescue those on the ill-fated City of Savannah. I think the passengers on the Birmingham were just as grateful as those on the Savannah. Tears were in the eyes of nearly all of us as they were brought aboard."

The experience of the Savannah's passengers was horrible. The Rev. Mr. Hooker sent his wife and daughter off on the life raft, and after they left, his mind became unbalanced, and it was a pitiable sight to see him wandering about the cabin laughing and crying by turns.

Capt. Savage's bravery is spoken of in the most laudatory terms by the passengers of his wrecked vessel. They say they would have tossed themselves into the waves to end the agony had it not been for the heroic master, who promised them a sure rescue.

The Savannah is a total wreck. Her portside is entirely gone, most of her starboard side has washed away, and nothing now remains for the fury of the waves but the hulk.

As the steamer Birmingham, bearing the flag of her ill-fated sister as well as her own, came slowly up the river to the city, great cheers broke out from every wharf. Answering cheers came back from those on the steamer.

The Savannah was the oldest of the Ocean Steamship Line, valued at nearly $400,000. She carried a large cargo of provisions, shoes, furniture, and miscellaneous goods. She left Boston at 3 P. M. last Thursday.

Before the rescue of the crew and passengers of the City of Savannah, the Birmingham rescued the crew of the schooner Joseph Southern, from Darien to Boston, loaded with timber. There were seven men in all, and when taken off they had given up hope and expected soon to be at the bottom of the sea. Capt. Hudson of the schooner says:

"We were picked up by the Birmingham at 6 o'clock on Tuesday morning, after one of the most horrible experiences that has ever befallen sailors. The storm struck us on Saturday evening. Sunday evening at 6 o'clock all our spars went overboard, and we were at the mercy of the waves. We were then about 150 miles from shore, off Wilmington, N. C.

"The wind blew us steadily on toward the shore until we were about fifty miles off. We floated about for thirty-six hours absolutely helpless, with the waves dashing over the wreck, expecting every minute to be drowned.

"When the sea calmed down somewhat the Birmingham made its appearance. There was never a sight more welcome to mortal beings. When the boats took us off we had been without food or water forty-eight hours and were completely exhausted."

The schooner was the property of Richard T. Green of Boston.

"We passed the wreck of a vessel bottom up," continued the Captain, "and also saw the schooner James Bryce, Jr. Her crew was still on her. The sea had run down to a comparative calm, and they are safe."

TELEGRAPHIC BREVITIES.

—Application for authority to organize a national bank has been approved by the Controller of the Currency for "The First National Bank of Woodward," Indian Territory, by J. M. Pugh of Higgins, Texas, and his associates.

—Mifflin O. Graver hanged himself to a tree at Klecknersville, near Bethlehem, Penn., Tuesday, because the banks refused to renew several small notes for which he was security. He was worth over $150,000.

—P. J. Smith, an ex-Councilman of Lowell, Mass., who is charged with the larceny of $4,500 worth of wool from George C. Moore of North Chelmsford, was arraigned yesterday and held in $6,000 bail for trial.

—A special train of eleven Pullman cars, containing 425 Mormons, including the famous Tabernacle choir and the First Presidency of the Mormon Church, have left Salt Lake for the World's Fair.

—The new buildings of the New-Hampshire Agricultural College in Durham, N. H., were dedicated yesterday, and the Rev. Charles S. Murkland was inaugurated as President of the college.

—The annual fair of the Columbia Agricultural and Horticultural Association opened in Hudson, N. Y., yesterday and will continue for four days.

NEARLY TWO HUNDRED DEAD

APPALLING NEWS OF THE GREAT STORM IN THE SOUTH.

EXTENDED ALL THE WAY TO FLORIDA

Greatest Havoc Wrought in the Vicinity of Port Royal, S. C.

MANY NEGROES DROWNED THERE

Charleston a Scene of Widespread Ruin—Houses Demolished, Churches Wrecked, Wharves Beat to Pieces, Bridges Destroyed—The Harbor Filled with Stranded Vessels—An Eye Witness Describes What He Saw to a "New-York Times" Correspondent—Good News from the Kearsarge and the Monitor Nantucket—The Steamship City of Savannah a Wreck—Passengers All Safe.

SAVANNAH, Ga., Aug. 30.—Reports of Sunday's storm still continue to pour in, with news of additional loss of life and property, not alone in this section, but along the entire coast as far down as Titusville, Fla., extending north as far as Wilmington, N. C., and in the interior for at least 150 miles. It is believed that the total loss of life is not less than 200.

No wire communication as yet has been established between Tybee Island and this point, nor has there been any wire communication nor mails from Beaufort, Port Royal, and the islands along the coast. Great damage has been done to the cotton crop in the counties near the coast of Georgia, Alabama, and South Carolina.

Later reports prove that over one-half of the rice crop tributary to Savannah will be lost. Many lives have been reported lost among the destitute colored men, women, and children.

The loss of lives in this city will be upward of forty.

Information from persons who were at Beaufort and Port Royal state that the entire town of Beaufort has suffered untold loss, nearly all the wharf property has been destroyed and many houses unroofed.

From the best information gathered, nearly 100 lives have been lost on the Beaufort, Port Royal, and Sea Islands and in that vicinity. No communication can be had with these places except by tugs, one of which was sent out from Charleston last night, and is expected to return there in the course of the day with full information.

At Beaufort many people from this section and Charleston are summering, most of whom are ladies and children, and great anxiety exists here for their safety, particularly as Beaufort lies in a position to have received the storm in its most severe intensity. The communication has been established by rail between Savannah and Charleston, and the first trains to arrive from the North came here to-day.

Six lives have been lost, several have been hurt, and great damage has been done to property. The property damaged is estimated as follows: City property, $100,000; fertilizer works, $173,500; Charleston Mining Company, $50,000; railroad, $30,000; telephone exchange, $6,000; telegraph companies, $30,000; lead works, $12,000; wharves, $250,000; shipping, $50,000; Ashley River Bridge, $60,000; churches, $50,000; private property, $200,000; miscellaneous, $100,000; total, $1,111,500.

Charleston's pride, the battery, presented a scene of desolation yesterday morning. The terrible flood of waters which had dashed their angry waves on the ramparts throughout the preceding night had done their work effectively, and the receding torrent, when it swept back to sea, carried with it the glory of the handsomest waterfront that ever graced a city.

Of the seventy-odd churches in Charleston, almost every one sustained damage. The damage to church property may be safely estimated at $50,000.

There has been great damage to shipping. Many vessels have gone ashore and must be total losses.

The new iron and steel drawbridge at the foot of Spring Street was wrecked. It led to the truck-farming section of St. Andrew's parish.

The railroads were literally "knocked out." No trains left for Savannah from Sunday noon up to Monday night. Both of the telegraph companies lost all of their wires, and the telephone system was prostrated.

The lower portion of Savage Street, west end of Tradd, the lower part of New and Logan Streets were all under water, and all the residents in this neighborhood suffered great loss from overflow. The first floor of almost every house was from four to seven inches under water.

The inhabitants say that every foot of Sullivan's Island was under water at midnight Sunday. Down by the fort and lower down it was as much as seven feet. Higher up it graded off, and at the hotel it is said to have reached the depth of four feet. The waters from the front and back beaches met and a perfect ocean was formed.

The force of the wind was so great as to carry the heavy pile driver of Mr. Crouch up on the island as far as Alderman Johnson's home, which it wrecked.

Fort Moultrie was the haven of very many of the islanders. It was not damaged by the waves, although the water came in through the entrance. The people out of the neighboring cottages all sought refuge in the old castle and made themselves as comfortable as possible under the circumstances.

Children were carried closely wrapped in blankets and made comfortable in the bomb-proofs. Not many were free from water, but those that were held as many as could possibly be crowded into them. The men carried lanterns, and a few had the precaution to take coffee pots. Thirty-two houses are known to have been more or less badly damaged, most of them wrecked completely. Among the wrecks is the Presbyterian Church. The Catholic chapel was damaged. The total of wrecks will be larger when the returns are all in. The New-Brighton Hotel was badly damaged.

Three lives were lost on the island, as told elsewhere. On the island the storm was uneventful till about 7 o'clock. Then the wind reached a high velocity—some say to a velocity of 125 miles an hour. It was from the northeast. Before midnight it shifted to the east, by daylight it was southwest. It rained during the whole night. It poured in torrents, and nothing could protect the people. The worst of the storm was between 11 and 1 o'clock, it is said. How the wind blew on Sunday night may be estimated when it is said that there is not to-day a sandhill on Sullivan Island. Mounds that were ten, twenty, and twenty-five feet high are as level as ever was any part of Middle Street. Not a sandhill is left. Everything is swept clean.

From Port Royal, S. C., as stated, comes the startling information that fully 100 lives have been lost at Port Royal, Beaufort, and neighboring points by drowning during the storm. Over twenty-five bodies were seen by THE NEW-YORK TIMES'S correspondent and his information was received about the others from reliable sources. Of the 100 persons killed and drowned only 6 were white, the others being negroes.

The negroes were so frightened and terror-stricken that many were killed and drowned by not leaving their cabins to seek places of safety.

Twenty drowned on Paris Island. No news has been received from St. Helena, four miles from Beaufort. It is believed that fully twenty-five lives were lost between Port Royal and Sea Brook, all negroes. Every house in Beaufort and Port Royal was damaged to some extent, and a number of barges and craft were wrecked and blown ashore. The Coosaw Mining Company loses $50,000. The total losses are estimated in the neighborhood of $500,000.

At Ridgeland, S. C., in the cyclone Sunday night a house in the old still yard was wrecked and seven negroes killed. At the old place of Dr. Morecock, near Ridgeland, a house was blown down, instantly killing three negroes. J. S. Claghorn had three mules killed by the wrecking of his barn.

AWFUL NIGHT IN CHARLESTON.

Great Damage by a Deluge From Sea and Cloud—Six Lives Lost.

CHARLESTON, S. C., Aug. 30.—For three days Charleston has been a city isolated. Every telegraphic instrument in the city ceased its clamor soon after 3 o'clock Sunday afternoon, and not until this evening has it been possible to reach outside points by wire.

For miles in every direction there has been a hopeless tangle of wires and poles caused by the West Indian hurricane which ravaged this region on Sunday. Hundreds of men have been employed in repairing the damage, and, while the service has been partially restored, several days must necessarily elapse before sufficient wires are in operation to meet ordinary business requirements.

In the time which has elapsed since Charleston was cut off from the rest of the world another great calamity has been added to the long list which has made it famous. When daylight came on Monday it revealed to the frantic inhabitants a city almost in ruins, its pavements strewn with the débris from the roofs of stores and dwellings, the trees uprooted from the earth, the courts and alleys and by-paths under water; a magnificent water front, with its costly docks, where the fleet of a continent could be berthed, piled with wreckage; some of its churches unroofed, and almost every residence more or less injured.

Water and wind had played sad havoc in the old city by the sea.

Six persons are known to have lost their lives in this city, to say nothing of lives lost near here.

THE DEAD.

BARNWELL, MARY, colored; killed Sunday afternoon on Kramer's farm, on Charleston Neck, five miles from Charleston, by falling chimney.

BRYAN, ANDREW, colored; drowned while trying to escape from Sullivan's Island.

BRYAN, SYLVIA, colored; drowned while trying to escape with her husband, Andrew, from Sullivan's Island.

JONES, JAMES, colored; drowned in Young's lot.

POLLARD, Mrs. E.; crushed to death in the wreck of her house on Sullivan's Island.

SIMMONS, ROBERT, colored; drowned while trying to save the life of a young colored child.

There was timely warning by the Weather Bureau of the approach of the storm, but none of the inhabitants seems to have had the faintest idea that the elements would play any unusual pranks.

In August, 1885, there was a dreadful hurricane, which smote Charleston heavily, but its lesson seems to have been lost. The people made no extraordinary preparations for the storm.

Any one who will examine a map of Charleston and its harbor will at once see how exposed it is to a southeaster. The Ashley and Cooper Rivers unite at the Charleston Battery, just as the North and East Rivers mingle their waters at the Battery in New-York. From the harbor there is a depth of three fathoms in the main channels, and the harbor is about ten miles long by several miles wide.

The wind has an almost uninterrupted sweep from the harbor bar to the battery wall. The hurricane was heralded by rain, which began about 2 o'clock Sunday afternoon. The fall was not unusually heavy at first, but it increased gradually. At 4 o'clock the downpour was terrific; by 4:30 o'clock nearly all the streets and lots south of Calhoun Street and west of Coming Street were under water. The situation rapidly changed for the worse. The hour of high water was 8:07 P. M., and, judging from experiences in former storms, the culmination of the blow and the receding of the waters was confidently looked for at that time.

Nobody was prepared for what followed. By 4 o'clock the salt water had joined the surface rain water, washing clear over the causeways and low bulkheads along the river front. In an hour the water had risen to a depth of four feet in Lynch and Garden Streets, and at 8 o'clock the entire western section of the city was from six to ten feet under water.

Night added to the terrors of the situation. As the gas meters in many of the houses were submerged by the rising flood, the inmates of the houses were deprived of light and cut off from communication with the rest of the world. Ingress or egress from the houses was impossible.

In many cases the habitants were as completely isolated as if they were on an island in the Atlantic Ocean. Houses in the western part of the city, which were built on the ground, were flooded on the lower floors to the depth of from three to six feet. Those which were built on pillars from eight to ten feet high escaped this disaster.

As the night advanced the situation became appalling. The wind, which began blowing strongly out of the southeast at 4 o'clock, increased in violence each minute. At 5 o'clock it was blowing a gale and forcing huge volumes of water from the ocean into the rivers.

Eight o'clock, the time of high water, came and passed. The water showed no signs of receding; the tempest refused to let the tide go out, and every minute it was adding to the volume of water; the gusts came in shorter intervals and with increased fury, and the frame houses trembled in a way that carried terror to the hearts of their occupants.

In the houses in the west end, where the lights were extinguished early, there was much anguish. In many instances the men of the family were away from their homes. The water lapped the floors of the high piazzas, and there was no way of reaching the houses except by boats.

Several men had exciting experiences in frail boats, which they launched in an effort to get to their families. One boat capsized in the gale, and its occupant saved himself by clinging to the porch of a house against which he was hurled.

In times of cyclones the prevailing direction of the wind is from the east, and the west end people had consoled themselves with the reflection that the whole breadth of the city interposed between them and the front of the battle. Their sufferings, despite their supposed safeguard, will give the reader a good idea of the terrible experience of those who were confined to that portion of the city facing the sea.

One resident of the west end who was one of the imprisoned ones furnished this graphic picture of the scene to the correspondent of THE NEW-YORK TIMES:

"Standing on the second floor of my piazza," said he, "in a lull between a terrific gust of wind, and looking east, I could see in the pale glimmer of the moonlight nothing but a vast expanse of water. The new park between Lynch and Rutledge Streets, which has growing on it weeds averaging 6 or 7 feet in height, presented to the eye the appearance of a vast lake.

"In the afternoon, before the great inundation had set in, the entire horizon was a vast sheet of water, only the houses breaking the marine landscape. Ashley Street presented the appearance of a broad river emptying into a sheet of water which extended from the James Island shore on the west to Pitt Street on the east, and from Calhoun Street on the north to Broad Street on the south.

"Lynch Street and Rutledge Street, from the upper end of Calhoun Street, presented the appearance of two broad rivers from five to ten feet deep. At Beaufain Street these rivers widened out into a broad lake formed by the confluence of the waters of Colonial Lake and the Ashley River, and were then lost in a sea, of which the southern horizon was the row of scattering houses of Chisolm's Causeway.

"This was the panorama that presented itself to hundreds of men, women, and children who were imprisoned in their homes. It was the last sight they had of their surroundings before the darkness set in.

"The rise of the waters was phenomenally sudden. Nothing like it has ever been known in that section of the city. The flow of the tide on the western side of the city, it must be remembered, was directly in the teeth of the wind, but despite this the rise was rapid. The incoming tide was met by a flood of rain water and the inundation was complete.

"At 8 o'clock the tide had encroached almost a half mile of the land, and in Lynch Street was from six to eight feet in depth, a rise of nearly ten feet in two hours.

"At about 10:30 the rain held up, and the watchers began to look for the subsiding of the waters. It was a vain hope. The piling up of the tidewater in the Ashley River prevented the subsiding of the water which had been forced up on the land. At 10 o'clock the water in the streets had fallen 2 inches. It was evident that the imprisoned people could look for no relief from the falling of the flood. At midnight the water had fallen 12 inches and another heavy rainfall set in.

"The wind in the meantime appeared to increase in violence, at least in the gusts which followed each other in rapid succession.

"It must be remembered that during the long dreary night this entire part of the city was wrapped in darkness. A dull glimmer from the hidden moon afforded sufficient light to throw a weird and gruesome coloring upon the waste of waters. Only in those houses where the inmates happened to have kerosene lamps or spare pieces of candle on the premises could there be seen a sign of life. I hope never to experience another such night."

While misery was being wrought in the west end of Charleston the eastern and southern sections were undergoing severe trials.

The Battery, Charleston's pride, was subjected for many hours to the worst pummeling it has ever received. In 1885, after the frightful storm which well-nigh ruined it, the work of repair was in accordance with plans which it was thought might render the Battery proof against future tempests. The ramparts of the sea wall were constructed of huge blocks of granite, securely cemented. The esplanade was filled in with brick, mortar, and shells, and capped with heavy flagstones. Facing the driveway and supporting the shore end of the flagging was a second wall made of brick. The solid masonry of the sea wall alone met the expectations of its builders.

The Battery was not spared. The huge seas which came pounding in past the ruins of Fort Sumter leaped over the wall and swept away the oaken parts and iron railing which surmounted it.

The brick wall designed to support the flagging proved to be of no more utility than a rampart of cards. It dissolved under the pounding of the torrents, and the conglomerate mass which occupied the space between the two walls was completely undermined. The huge flags were torn from their fastenings.

The sea wall on the South Battery did not stand the onslaught of the tempest so successfully. At each extremity great breaches were made. The one to the east was twenty feet in diameter, and was cut clear through in the neatest possible manner.

In the hours between the first appearance of the tempest and the succeeding noon the great beauty of the Battery was completely destroyed. It will take years to restore to Charleston the glories of the water front for which it has so long been noted among the cities of the country.

Beyond the Battery on both sides the work of destruction was equally complete. On Water Street soon after nightfall several huge logs, which had broken from their fastenings in the harbor, were hurled against the walls and piazzas of a number of residences. They made most effective battering rams, and the damage done by them was extensive.

To-day these logs can be seen lying in places whence it does not seem possible human ingenuity will be able to extricate them.

The scenes along the river fronts will never be forgotten by those who witnessed them. The wind at one time reached a velocity exceeding 125 miles an hour, according to the local weather observer, who remained at his post during the storm.

Striking the high wall of the East Battery, the wind was deflected to the northeast, directly across the wharves which line the south bank of the Cooper River. Piers and wharfsheds went down before the hurricane.

In the brief periods between the blasts the frightened people in the vicinity could hear the crashing of timbers and the fall of heavy walls.

Brown's Wharf, where the Clyde Line steamers lie, was soon transformed into a wreck. The heads of the piers were torn out and every shed was blown away. The big north Commercial Pier was completely demolished. Great beams and logs tossed back and forth in the slip, tearing the hearts out of several vessels.

The rooms of the Carolina Yacht Club were on this wharf. The front wall of the building was pierced by huge timbers hurled against it by the waves. The building and everything in it was seriously damaged. In the dock the yachts Naomi, Polly, and Caprice were sunk and badly wrecked, and the Jennie S. was torn to pieces.

At Marshall's Wharf two barks, the Maria and the Cesarina, were moored when the storm broke. The vessels both held to their hawsers until about 10 o'clock when Carolina Wharf was carried away by the storm. Then they were left at the mercy of the wind. The Maria at the same time and in the same manner was flung adrift and was being rapidly carried by the storm toward the Cesarina. The Cesarina was sent up against Marshall's Wharf and suddenly a great see forced the vessel right over the piles and up among the wreckage and débris of the wharf.

The men fought hard to save the vessel, but to no avail, for the Maria followed its track and was tossed by the waves up against it, the riggings of the two vessels fastening in such a manner that the Maria was thrown over to starboard. Her crew did not leave until she had turned over. Her three masts were snapped about the middle and the Maria is most probably a doomed boat.

Yesterday the men of the Maria, who were in very great distress, were busy diving into her hold and getting their bags of food.

While the water-front was paying its costly tribute to the hurricane the whole city was in an indescribable uproar.

The streets leading directly from the rivers offered fine avenues for the wind, which beat a devil's tatoo upon every object which offered the slightest resistance. Signs creaked and broke and were hurled long distances. Barrels, boxes, and other impedimenta of the business quarters went flying into space. Great trees in the residence portions were prostrated. In some streets there were so many fallen trees that a big brigade of axemen had to work hours to clear a passage.

It goes without saying that the people were panic-stricken. Not a building in the city but trembled and threatened to fall. Roofs flew away bodily and fell on other roofs, crushing them, and permitting the rain to pour upon the frantic occupants. To add to the horrors of the storm, the lights went out at an early hour, and most of the houses were in darkness.

Many of the city churches felt the full force of the storm. It is estimated that the losses to the churches alone will reach the sum of $100,000.

In Tradd Street the inhabitants had trying experiences. One man sat with his wife and children listening to the demonstration made by the storm outside when there was a crash, and a boat twenty feet long was deposited on the piazza. Then several small boats were dumped on top of the large one.

It was not long before there was a foot and a half of water in the parlor, and the family took to the attic.

Everybody familiar with the city knows the old Alston mansion. It has stood against storm and earthquake and cyclone, but the massive masonry was crushed by a large sloop which was driven ashore. In the night a sloop was brought up on the crest of the waves, and with a crash demolished the huge brick pillars. All the lower part of the city was under water before 8 o'clock that night, and many families were rescued with difficulty.

There are stories being told of heroic action by life savers, which will be repeated many times in the next few days. Heroism has played a wonderful part in this scene of disaster.

Although it seemed to the anxious watchers as though the end would never come, there was a perceptible diminution in the force of the hurricane by daylight. Early in the morning heavy waves were still surging across the harbor. Occasional glimpses were caught of the ramparts of Fort Sumter, but Sullivan's Island, the object of such keen solicitude throughout the city, was still hidden behind the tossing billows, and seemed buried in the gray bank of mist which hung like an impenetrable curtain on the horizon.

The wind, which still howled in angry fury, lashed the waters into a frenzy. The rolling, mud-tinged waves dashed themselves with terrific force against the sea wall and rushed back again, after sending a deluge of spray high in the air and far out into the roadway. The venturesome pedestrian who dared approach the wall was drenched in an instant.

The hundreds of spectators who began to flock to the water front early in the morning were forced to keep a respectful distance. From the beginning there had been great anxiety concerning the fate of thousands of people who were on Sullivan's Island when the storm began.

"What about Sullivan's Island?" was the question that was most frequently asked Monday morning. It was not long before the wharves were lined with those who were awaiting with their hearts in their mouths some news from Moultrieville. They waited many long hours in vain, standing in the drenching rain.

No one seemed to know anything about the fate of Charleston's favorite Summer resort. None of the sea Captains seemed to be anxious to make the trip. Twenty-five dollars, $50, and even $100 was offered, by those who wanted tidings from the island, for some kind of boat to make the voyage. Finally the Captains of the Britannia and Kate Cannon, harbor tugs, agreed to take the risk. They accomplished the trip without mishap.

When the island was reached, it did not take more than a general survey to see that terrible damage had been done. Wreckage was everywhere. Strange to say, but three lives were lost on the island during the night of terror.

Capt. James F. Redding, in talking over the night's experiences, said: "I did not think that we could ever have stood what we have. It surprises me. It was a terrible experience, but it shows what men can do when there is duty ahead of them. I have never seen anything more terrible."

It is remarkable that, despite the fury of the storm and the damage wrought, the loss of life should be limited to six persons, three of whom met their death in the city and three on the island.

While yet practically shut off from the outer world, the people have already set to work to repair the damage wrought by the tempest. The task is a gigantic one, but beyond the wrecked piers and dismantled churches and roofless homes Charleston hears the music of the saw and the hammer, the pick and the axe and the mason's trowel, all working to give new life and increased prosperity to the old city. The *News and Courier* says editorially on the subject of the calamity:

"It will not be overlooked, we are sure, that not one suggestion has been made from any quarter looking to an appeal to the outside world for help in our calamity. The thought of such an appeal appears not to have occurred to any man in the city. As we declined aid when it was kindly offered in like conditions eight years ago, and set about helping ourselves, so it is to-day.

"We are able to mend our hurts with our own means, and will go about the duty with strong hands and without complaining. Charleston has been hard 'hit' too often to mope and despair when it suffers another blow, even one as sudden and severe as that of yesterday and the day before."

HORRIBLE SCENES AT PORT ROYAL.

Seventy-three Bodies Have Been Buried and Many Are Missing.

ATLANTA, Ga., Aug. 30.—Since the safe arrival in Savannah of the passengers of the City of Savannah, all interest centres in the fate of Port Royal, Beaufort, and the surrounding islands, from which came terrible stories of death and destruction. The wires are down from Port Royal and for fourteen miles out of the city there is no railroad communication, so it is next to impossible to get anything like definite news. Augusta is the nearest point from which information can be secured.

A train arrived at midnight from Coosaw, which is the nearest station to Port Royal and the coast that can be reached. Tracks and trestles beyond that have been completely washed away. Passengers on this train said that yesterday's news of devastation was in nowise exaggerated.

Already seventy-three bodies have been buried, twelve of these were of white people, the others of negroes. The destruction of houses, wrecks of steamers, and demolition of docks were more damaging than was first reported. In this country on the island and along the coast the negroes live literally in droves.

They are probably as near the uncivilized state as any people in this country. Their homes are mere hovels and the work in the rice field is all the work they do.

Whole families have been wiped out of existence. In one instance eleven living in one house were swept to destruction. The few who escaped tell most remarkable tales of their experiences. In some of the hamlets the fatalitiy has been fully 50 per cent.

To-day a heavy rain has fallen in Port Royal and along the coast, making it almost impossible to pursue the work of searching for wrecks and dead bodies. It has also greatly increased the sufferings of the people.

Provisions are running short, and unless help reaches them at once there will be great suffering. Many families are homeless. Every building in Port Royal and Beaufort was damaged.

Search for the dead and missing is still being prosecuted, and bodies are being fast recovered and buried as soon as found.

RESCUE AFTER FOUR HOURS.

Tug Rambler Reclaims a Schooner—Capt. St. John Saves a Crew.

NEW-HAVEN, Aug. 30.—The big four-master Charles N. Patterson, Capt. Tunnell of Philadelphia, had a rough experience out in the Sound last night. She was bound from Philadelphia to this port with coal and tried to make harbor, but was unsuccessful. Anchor was dropped about two miles outside of the breakwater, and the boat was exposed to the fury of the southerly storm.

The mate, George Loud, was caught by a huge wave and washed overboard. It seemed as if he must be lost, for no boat could live in such a sea. Ropes were thrown to him, and he succeeded in catching one, and held on while he was hauled through the swirling flood.

This morning the tug Rambler brought the vessel into dock.

The tug Rambler went down the harbor last night in answer to a signal of distress from the schooner Mary Miller, a small two-master that had been dragging her anchors all the morning off South End. The schooner had freighted a cargo of coal to Newport and was bound west light when she encountered the gale before she could get to a safe anchorage.

The Rambler got a line to the little vessel after several attempts and saved it from destruction on the rocks. It took just four hours to effect the rescue.

The Miller lost her rudder, had her steering gear disabled, and several sails were split. She is leaking.

The two-masted schooner July Fourth dragged into one of the Norfolk and Western barges, but neither vessel was much damaged.

A difficult rescue of a stranded schooner's crew by a veteran Connecticut Captain is recorded at Norwalk. The schooner Sarah Quinn, from Salem, Mass., struck the reef just east of Sheffield Island, drove in over the reef, and sunk just north of Tavern Island.

Capt. St. John of the Eva L. Ferris, with a volunteer crew, and Capt. H. Rowland of the Medea and a part of his crew, went to the rescue of the Quinn's crew, and brought them and their baggage on shore at Wilson Point.

The Captain of the Quinn reports that during a very heavy gale his sails were blown into shreds, he lost his boat, and was driven in over the reef.

The Quinn is schooner rigged and owned at Cold Spring, L. I. She was light and on her way to New-York. She had a c crew of five, all told.

KEARSARGE AND NANTUCKET SAFE.

Monitor Broke Loose from the Towing Vessel and Was Nearly Lost.

NORFOLK, Va., Aug. 30.—The Nantucket, Lieut. Hosley commanding, arrived at the navy yard last night about 7 o'clock, and the United States ship Kearsarge arrived at the naval anchorage from off Hatteras, where they had a rough experience in the last storm on the coast.

Both ships left New-York last Sunday morning for Wilmington, N. C., where the Monitor is to go in the service of the Naval Reserve of the State.

The weather was threatening from the start and continued to grow worse. The Nantucket was in tow of the Kearsarge with two nine-inch hawsers out, and when within twenty-one miles of Cape Hatteras, on Monday afternoon at 4 o'clock, snapped her last hawser, the first having gone in the morning, and went adrift.

The iron-clad then rolled and pitched all night, and with steam up kept her head to the wind. The ship behaved as well as such a ship could, but everybody suffered the greatest discomfort imaginable.

Before dark the Kearsarge signaled Lieut. Hosley that she would stand by the Monitor, but very soon, though the green signals from the Kearsarge could be seen from the Monitor, the red signals from the Nantucket could not be seen by the Kearsarge.

The huge waves in the meantime swept the decks and buried the iron-clad constantly, and she made considerable water below, chiefly through the anchor well.

Water also beat its way in the hatches. One of the guns in the turret got loose in the night, and for a while it looked as if the Nantucket would share the fate of the Monitor on nearly the same spot.

At daybreak on Tuesday morning nothing could be seen of the Kearsarge in any direction, and the Nantucket being still in the storm, started for Hampton Roads and passed in the capes at 10 o'clock yesterday morning.

Not long afterward the Kearsarge was seen coming in, and all on that ship were delighted to see that the monitor had successfully weathered the storm, as they were confident she had foundered. The tug Katie then assisted the Nantucket, and she came up to the yard.

No casualties occurred on either of the ships and they need but little attention at the yard before proceeding to their destination. With many of the crew the storm was the worst experience of their lives.

When the Kearsarge reaches Wilmington she will take the Naval Reserve to sea for a two days' cruise.

IN THE WAKE OF WRECKS.

Approximate Estimate of the Damage to Property and the Crops.

AUGUSTA, Ga., Aug. 30.—From disconnected news at hand it is apparent that the great storm will go down into history as the most destructive of the century, as far as the Georgia and South Carolina coasts are concerned.

The number of dead is probably 400 and destruction to property on shore and to vessels is about $3,000,000.

Dr. Duncan, a prominent physician, and Charles Lamar Cunningham, went down to Wolf Island fishing last week and they were expected to return Sunday. Nothing has yet been heard of them, and it is feared they were drowned on Low Island or swamped on their little sloop returning home. A rescue party has started for the island.

The rice crop, it is thought, is ruined, and the loss will be fully $250,000.

Anything like an accurate estimate of the loss of property is yet impossible. It is pretty safe to say the whole damage done to all kinds of property in Savannah, along the river, and in the territory tributary to the city amounts to much more than $1,000,000.

No estimate can be made of the damage to the cotton crop in the counties visited by the storm or of the damage done to pine trees in the turpentine districts.

Cotton has been hurt badly, and from reports received it is pretty safe to say that 25 per cent. of the virgin pine trees in the naval stores districts have been blown down. The damage to shipping is far greater than was at first believed. That alone will go into hundreds of thousands.

The entire coast is lined with wrecks.

The Norwegian steamship Banan, Capt. Hansen, bound from New-York to Cardenas, Cuba, arrived off Tybee Bar yesterday in distress. She was boarded by Pilot J. M. King, and was taken to quarantine station. The Banan was in the storm Sunday night and was badly damaged, and will have to go into dry dock for repairs. She is leaking, and her machinery is out of order.

There is no feeling of despondency in Charleston, S. C. The Fire Department is to-day pumping out the cisterns and cellars, and everybody is repairing damages.

Many Charlestonians rejoice because of the insurance they held against loss by tornadoes and cyclones. The agencies did not seem disposed to give out the figures of the cyclone insurance they have in force, but on an approximate figure it may be put at something over $1,000,000.

Great anxiety is felt in Charleston over the whereabouts of the Clyde Line steamers Seminole and Yemassee, both overdue here. One was bound for New-York and the other for Jacksonville, but neither has been heard from up to the present time.

News of yesterday from Port Royal and Beaufort of loss of life and destruction of property is confirmed.

Seventy bodies were recovered in Coosaw River this morning and buried at once.

People there are threatened with famine, as there are not enough supplies to keep them in food two days longer.

John I. Davenport Not Out Yet.

Postmaster Dayton had no word yesterday from John I. Davenport, Chief Supervisor of Federal Elections, upon whom he had served notice to vacate the rooms he occupies in the Post Office Building on Sept. 1.

Mr. Davenport did not visit his office in the building during the day, and the only person who was found there was his Chief Clerk, James A. Doran, who said he knew of the order to vacate the rooms, but he was of the opinion that Mr. Davenport, as an officer of the court, would stay.

Mr. Dayton said that if no reply was received to his communication by Sept. 1 he would notify the Treasury Department and await their instructions.

Pensions Granted Since March 4.

WASHINGTON, Aug. 30.—A statement prepared at the Pension Office shows that between March 4, 1893, and Aug. 26, 1893, the total number of pensions of all classes granted under the general law was 26,420, and under the act of June 27, 1890, the total was 24,851.

EDEN HOWLAND DISAPPEARS.

Seventy-Three Years Old, but He Was Engaged to be Married Next Sunday.

WEST END, LONG BRANCH, N. J., Aug. 30.—All kinds of rumors have been current throughout the day and until late this evening as to the reasons for the mysterious disappearance of Eden Howland. He is seventy-three years old, and was one of the most respected citizens of the Branch, having been associated with his brother Henry as a hotel proprietor here for upward of half a century. The Howland House, the second largest hotel upon the coast, was kept by the brothers, and is named after them.

What makes his disappearance more than ordinarily mysterious and sensational is that Eden Howland was engaged to be married on Sunday next to Miss Georgiana Smith of 45 Sixth Avenue, Long Branch.

Mr. Howland, who is very wealthy, was last seen on Sunday evening by some of the guests at Woolley College, where he boarded. A young man, whom nobody seemed to know, was with him during the whole of the afternoon.

Mr. Howland then called at the residence of his fiancée. After he left there he dropped as completely out of sight as if an earthquake had swallowed him up. All efforts to trace him have failed up to the present time.

His brother, Henry Howland, who resides at Red Bank, says that Eden was in the habit of wearing expensive jewelry and carrying large sums of money. He fears his brother may have been waylaid, robbed, and murdered. Chief of Police Layton and others, however, think the old gentleman may have suddenly lost his reason and drowned himself in the Shrewsbury River. These are only surmises.

There may have been other good reasons for Mr. Howland's sudden and mysterious disappearance, however. The various members of his family, children and grandchildren, were bitterly opposed to his intended marriage with Miss Smith. They naturally think that at their relative's advanced age it is too late to think of remarrying, especially as undoubtedly a large share of his wealth would be left to his widow instead of being divided among them.

The most recent rumor current as to Mr. Howland's disappearance is, therefore, that his son has taken him to his home in New-York City to be taken care of until his mind is thoroughly weaned from all matrimonial projects.

Mr. Howland has always shown himself to be a level-headed man of business, quite capable of taking care of himself and his own affairs.

Telegrams were sent to his children in New-York this morning making inquiries as to the missing man's whereabouts, but up to a late hour to-night no replies have been received.

Some persons think the young man seen with Mr. Howland on Sunday afternoon was his grandson. This encourages the belief that he is with his relatives.

Great anxiety, however, is expressed by the missing man's friends down here—and they are legion—as to his whereabouts. They are determined to make every effort to trace him, unless some news comes in the morning.

Mr. Howland is about 5 feet 4 inches in height. He stoops slightly from age. He is smoothly shaven. He wore a blue sack suit when last seen.

SHOT HIMSELF IN GREENWOOD.

Hubert Von Wahl Tried to Kill Himself on His Mother-in-Law's Grave.

Hubert Von Wahl, a clerk, forty-two years old, of 453 East Fifty-seventh Street, this city, attempted suicide yesterday afternoon in Greenwood Cemetery, Brooklyn, by shooting himself twice in the forehead with a revolver.

Von Wahl was found by a gardener about 4:30 P. M. lying on a mound near the Seventh Avenue entrance of the cemetery. He was unconscious and blood was flowing from two wounds in his head. His right hand clutched a revolver. He had evidently been there half an hour.

An ambulance was summoned and the man was taken to the Norwegian Hospital. There Dr. Ferris and his assistants found that one bullet had penetrated Von Wahl's skull and reached the brain, but the other had failed to penetrate the bone. This one they extracted, but were unable to remove the other.

Vonwahl recovered consciousness after the operation and told Dr. Ferris that he had had trouble with his wife and had been drinking heavily.

While under the influence of liquor he went to the cemetery and shot himself on his mother-in-law's grave. Dr. Ferris says he does not believe Vonwahl was intoxicated as he did not show any effect of liquor. The hospital physicians think the man's chances for recovery are good.

A reporter for THE NEW-YORK TIMES called last evening at Vonwahl's house and an old lady on the stoop said that Mrs. Vonwahl had heard about the shooting and had gone to Brooklyn to see her husband.

Some of the neighbors said that Mrs. Vonwahl and her husband rented the house and let furnished rooms. The husband is about forty years of age.

"LONG JOHN" O'CONNOR ROBBED.

The Royal Commissioner's Journey Delayed by Too Many Drinks and a Negro Girl.

John O'Connor, one of the British Royal Commissioners to the World's Fair and formerly a member of Parliament from Tipperary, was an unwilling witness yesterday in the Jefferson Market Police Court. He was known in Parliament as "Long John" O'Connor.

The prisoner was Lucy Pebell, a negro girl of the Tenderloin district. Mr. O'Connor had intended leaving early yesterday morning by a Hudson River steamboat on his way to Chicago, and thought he might as well stay up all of Tuesday night seeing the sights. He said he met Lucy at Sixth Avenue and Twenty-sixth Street about 5 o'clock in the morning, and they went into a saloon and had several drinks. While he was there he missed a diamond pin worth $250 and $30 in money.

The girl said that as she was passing the saloon the bartender, who is also a negro, called to her and told her there was an intoxicated white man inside who was treating every one, and she might as well take a drink with him and help the house along. She went in and drank with Mr. O'Connor for three-quarters of an hour, part of which time she sat on his knees, but she denied having stolen anything from him.

Justice Hogan held Lucy in $1,000 bail, and Mr. O'Connor promised to be present at the trial.

Explosion on a Pacific Mail Steamer.

SAN FRANCISCO, Aug. 30.—The Pacific Mail Steamer Barracouta arrived here last evening in a badly shattered condition. The deck house, hatch, and saloon were wrecked, and matchwood made of the vessel's fittings.

The Captain reports that on the 27th, shortly after noon, when twelve hours out of Comax, B. C., sixty miles off shore, when the steamer's course had just been shaped for Acapulco, a terrific explosion occurred, doing the damage stated. The explosion seemed to have occurred in the hold among the coal, and the Captain thinks it was dynamite, but has no reason to suspect any one.

Ex-Congressman Alley Seriously Ill.

BOSTON, Aug. 30.—Ex-Congressman John B. Alley is seriously ill at his son's residence in West Newton. His present illness is caused in part by the protracted lawsuit which has become famous as the Snow-Alley case, and which has cost the greater part of his fortune.

THE CONNECTICUT MUTUAL LIFE INSURANCE COMPANY'S

Policies are not planned to make money out of forfeitures and lapses, but for the absolute and certain protection of the family.

All of its policies pay YEARLY CASH DIVIDENDS to the insured. If dividends have been left to accumulate, they can be drawn any year to pay premiums, or, in cash, at the option of the insured.

Average dividend paid in 1893,
26.47 per cent.

Assets, Jan. 1, 1893.........	$60,761,549.89
Surplus by company's standard....................	6,426,929.88
By N. Y. State Standard....	7,128,176.13

PHILIP S. MILLER, General Agent,
1 Wall Street, New-York.

DEAD BODY IN DISPUTE.

Miss Bridget Conolly Buried at Peekskill Contrary to Orders of the Court.

PEEKSKILL, N. Y., Aug. 30.—Miss Bridget Conolly, who died Monday, was buried in Hillside Cemetery despite the tearful appeals and indignant protests of her only sister, Mrs. Michael Buckley of Nyack, and an order of the court directing the undertaker to deliver the body of the girl to her sister.

Miss Conolly's father and mother died when she was young. She lived in various places, and finally went to Nyack to live with her sister, Mrs. Michael Buckley.

She told Stephen Lines of this place that her brother-in-law, Mr. Buckley, made things miserable for her and that she spoke to her sister, but to no effect. Then she ran away and came to Peekskill in April, 1890. Since then she has worked for various people.

She was taken sick a short time ago with consumption. She had been engaged to Willis Delemater of Brown Street, a boat-builder.

She was removed to the Helping Hand Hospital a few weeks ago, and on Saturday was taken to her lover's home, where she died Monday night.

Her sister was notified, and with her husband and child came over to claim the body and the insurance.

On Sept. 1, 1890, Miss Conolly had taken out an assessment policy with the Metropolitan Life Insurance Company and $204 was due the estate. Her lover refused to give up the body. The sister appealed to Judge James E. Lynch, who issued an order directing Undertaker William H. Moore to deliver the body to Mrs. Buckley. The interested parties this morning made an agreement by which the undertaker was to send the body to the station after the funeral, and thence to Nyack. This he and the lover afterward refused to do. The services were held at 1,015 Park Street at 2:30 P. M.

Officer John Hershel kept guard in front of the house during the services. The sister was not present. The remains were placed in a vault at Hillside Cemetery.

The girl's sister has been roaming the streets during the afternoon and weeping. She purposes to institute proceedings against the undertaker and will fight to the end for possession of the body.

THE ALDERMAN RAN AWAY.

His Wife and Aunt Assaulted His Companion and Were Arrested.

Mrs. Elizabeth Tighe of Ralph and St. Mark's Avenues, Brooklyn, yesterday complained to Police Commissioner Hayden that Policeman William McCahill of the Twelfth Precinct had assaulted her without provocation. She also made a similar charge against the policeman before Justice Connelly in the Gates Avenue Police Court, and McCahill will be arraigned soon before both tribunals.

Mrs. Tighe is the aunt of Mrs. Volckenning, the wife of Alderman Charles J. Volckenning of the Third District. The Alderman resides at 31 Kane Place and manages Atlantic Park, at Prospect Place and Ralph Avenue. He usually leaves the park about 2 o'clock every morning, and on his way home passes the house of his wife's aunt.

On Saturday night Mrs. Volckenning visited Mrs. Tighe and decided to meet her husband in front of the house and return home with him. At 2 o'clock the two women were at the gate to wait for the Alderman.

At the usual hour he appeared, but with him was a very handsome blonde whom the other women did not know. They did not say a word, but when the couple reached them they both sprang upon the Alderman's fair companion, and in a moment the air was filled with feminine shrieks and yellow hair. Mrs. Volckenning and Mrs. Tighe attacked the unknown woman with tigerish fury, and in short order they despoiled her of her bleached locks and a good deal of finery.

The Alderman took to his heels and fled from his infuriated wife and her aunt.

The woman managed to escape just as Policeman McCahill arrived upon the scene. He placed Mrs. Tighe under arrest for disorderly conduct and on Monday morning she was fined $3.

FIVE CENTURIES OF ANCESTRY.

The Billings Family View Their Crest and Have a Good Time.

BOSTON, Aug. 30.—About fifty members of the Billings family, which traces its ancestry back to the fourteenth century, assembled to-day for a family reunion at the American House. A dinner was held at 1 o'clock, after which there was a business meeting and informal speaking. Members of the family were present from all the New England States, and one of the family came specially from Baltimore. Sanford Waters Billings, Acting Secretary, read the reports of the Secretary and Treasurer, which were accepted.

The following-named officers were then elected for the ensuing year: President—E. B. Billings of Lynn; Vice Presidents—John D. Billings of Cambridgeport, Gilbert W. Billings of Chicopee, the Hon. J. O. Parker of Methuen, William Warren Billings of Boston, and Mrs. Eliza Billings Walker of Pawtucket; Secretary and Treasurer—G. M. Billings of Milford; Executive Committee—The Rev. A. H. Fuller of Easton, Charles M. Billings of Salem, Benjamin M. Billings of Boston, William D. Walker of Pawtucket, and Guilford White of Easterndale.

The historian of the family, Charles Billings of Canada, was present and showed a reproduction of the family crest, which he had obtained in England. He also read a paper showing what he had done in the way of following up the genealogy of the Billings family and communicated the result of his researches.

SANITY OF WILLIAM H. KING.

Ex-Gov. Long of Massachusett Appointed to Investigate His Case.

BOSTON, Mass., Aug. 30.—The Supreme Court to-day appointed ex-Gov. John D. Long temporary guardian of William H. King, the Newport millionaire, with authority to investigate his case and report whether or not Mr. King's place of confinement should be changed, and to make any other recommendations proper in the case. Mrs. E. A. Webster Ross, who is trying to have Mr. King released, testified before the court this forenoon, as did also a colored attendant upon Mr. King. The hearing was private.

The court held that the order of commitment made by the Rhode Island Supreme Court twenty-seven years ago was a valid one. This overrules the objection of Mrs. E. A. Webster Ross, who is a niece of Mr. King, that it was not a lawful order. Her contention was that the certificate of two practicing physicians that her uncle was dangerously insane and should be put in an asylum was the only evidence to warrant the commitment, and that it was not sufficient.

Deputy Sheriff Seavy is relieved of the custody of Mr. King, who is to remain at the McLean Asylum until ex-Gov. Long shall have concluded what is best for his comfort. The disposition of the petition for a writ of habeas corpus is not to be decided until the report of the Special Master is announced.

To Dam the Delaware.

TRENTON, N. J., Aug. 30.—An important corporation came into existence to-day by filing its articles of incorporation with the Secretary of State. The company is to be called the Pennsylvania and New-Jersey Power Company, and the intention is to dam the Delaware River near Trenton and secure the power for the operation of a large electric plant, which will supply light and power to Trenton and Morrisville.

The capital stock of the company is $500,000. The incorporators are Adjt. Gen. William S. Stryker, Supreme Court Clerk B. F. Lee, James T. Ball, Senator W. H. Skirm, State Treasurer George R. Gray, and John L. Kuser of Newark.

No One Blamed for the Harlem Disaster.

BREWSTER, N. Y., Aug. 30.—The inquest of the Harlem Railroad disaster which occurred near Dykeman's last Saturday was held at the Brewster House to-day.

The jury consisted of the following: Frank Wells, Benjamin Everett, W. S. Paddock, A. V. Smith, S. Brownsell, Fred R. Hall, Howard C. Yale, J. G. Wood, L. B. Lent, E. Bailey, W. E. Maher, and C. A. Rundell.

The jury exonerated the railroad company from all blame. Assistant Dispatcher Dunn and Operator Wakeman were not held, and the jury was discharged.

Depositors Will Be Paid in Full.

MANCHESTER, N. H., Aug. 30.—At a meeting of the Directors of the suspended Bank of New-England to-day, a report was made that the assets were sufficient to pay depositors and stockholders in full and have a surplus. The bank will resume in a few weeks.

THE WEAKEST SPOT in your whole system, perhaps, is the liver. If that doesn't do its work of purifying the blood, more troubles come from it than you can remember.

Dr. Pierce's Golden Medical Discovery acts upon this weak spot as nothing else can. It rouses it up to healthy, natural action. By thoroughly purifying the blood, it reaches, builds up, and invigorates every part of the system.

For all diseases that depend on the liver or the blood—Dyspepsia, Indigestion, Biliousness; every form of Scrofula, even Consumption (or Lung-scrofula) in its earlier stages; and the most stubborn Skin and Scalp Diseases, the "Discovery" is the *only* remedy so unfailing and effective that it can be *guaranteed.*

If it doesn't benefit or cure, you have your money back.

On these terms, it's an insult to your intelligence to have something else offered as "just as good."

COSTAR'S EXTERMINATORS DESTROY roaches, bedbugs, ants, rats, mice, fleas, lice, cockroaches, waterbugs; infallible remedies; sixty years; not poisonous; not dangerous using; kills in single night. Stores refusing order, direct 40 Clinton Place.

MARINE INTELLIGENCE.

Miniature Almanac—This Day.

Sun rises...5 26	Sun sets....6 34	Moon rises..P M 8 45

HIGH WATER TO-DAY.

Sandy H'k. A M 10 21	Gov. Isl... A M 10 53	Hell Gate.. P M 12 46
Sandy H'k. P M 10 57	Gov. Isl... P M 11 13	Hell Gate... A M 1 06

LOW WATER TO-DAY.

Sandy H'k.. A M 4 14	Gov. Isl.... A M 4 46	Hell Gate.. A M 6 14
Sandy H'k.. P M 4 46	Gov. Isl.... P M 5 22	Hell Gate.. P M 6 50

Outgoing Steamships.

TO-DAY, (THURSDAY,) AUG. 31.

	Mails Close.	*Vessels Sail.*
Columbia, Southampton....	6:00 A M	9:00 A M
Nacoochee, Savannah........	......	3:00 P M
Niagara, Nassau...	1:00 P M	3:00 P M
Orinoco, Bermuda...........	1:00 P M	3:00 P M
Rotterdam, Rotterdam......	6:30 A M	8:30 A M
State of Nebraska, Glasgow.	......	2:00 P M
FRIDAY, SEPT. 1.		
Algonquin, Charleston......	......	3:00 P M
Andes, Gonaives.............	11:00 A M	1:00 P M
Coleridge, Pernambuco......	10:30 A M	1:30 P M
SATURDAY, SEPT. 2.		
Alaska, Liverpool.............	......	10:30 A M
Campania, Liverpool.........	......	10:00 A M
City of Augusta, Savannah.	......	3:00 P M
Elbe, Bremen..................	......	10:00 A M
La Bourgogne, Havre.........	......	9:00 A M
Spaarndam, Rotterdam......	......	9:30 A M
Wieland, Hamburg...........	......	10:00 A M
TUESDAY, SEPT. 5.		
Aller, Bremen..................	......	6:00 A M
Gallia, Liverpool..............	......	1:00 P M
WEDNESDAY, SEPT. 6.		
Caracas, La Guayra..........	......	1:00 P M
Germanic, Liverpool.........	......	2:00 P M
Madiana, St. Thomas.........	......	3:00 P M
Paris, Southampton..........	......	2:00 P M
Waesland, Antwerp...........	......	2:00 P M

Incoming Steamships.

DUE TO-DAY, (THURSDAY,) Aug. 31.—Aller, Bremen, Aug. 22; Bermuda, St. Croix, Aug. 22; Croma, Shields, Aug. 15; Didam, Rotterdam, Aug. 19; St. Ronans, Liverpool, Aug. 19.

FRIDAY, SEPT. 1.—Augusta Victoria, Hamburg, Aug. 24; City of Rome, Glasgow, Aug. 24; Gallia, Liverpool, Aug. 22; Germanic, Liverpool, Aug. 18.

SATURDAY, SEPT. 2.—Colorado, Hull, Aug. 19; Newport, Colon, Aug. 25; Paris, Southampton, Aug. 26; Persian Monarch, London, Aug. 19; Umbria, Liverpool, Aug. 26; Wells City, Swansea, Aug. 19.

SUNDAY, SEPT. 3.—La Champagne, Havre, Aug. 26; Werra, Gibraltar, Aug. 25.

MONDAY, SEPT. 4.—Saale, Bremen, Aug. 26; Saratoga, Havana, Aug. 31; Tauric, Liverpool, Aug. 25.

Arrived—New-York, Wednesday, Aug 30.

SS Hekla, (Dan.,) Laub, Copenhagen, Christiania, and Christiansand Aug. 15, with mdse. and passengers to Funch, Edye & Co. Arrived at the Bar at 6 45 P. M.

SS Cottage City, Bennett, Portland, Me., with mdse and passengers to Horatio Hall.

SS Olive Branch, (Br.,) Scheel, Iloilo, &c., June 10, with sugar to B. N. Howell, Son & Co.—vessel to Vernon H. Brown & Co. Arrived at the Bar at 7 A. M.

SS Neptuno, Fraser, St. Ann's Bay, &c., Aug. 22, with mdse and passengers to J. E. Kerr & Co. Arrived at the Bar at 9 30 A. M.

SS Comal, Risk, Galveston Aug. 23 via Key West, with mdse and passengers to Charles H. Mallory & Co.

SS City of Alexandria, Hoffman, Vera Cruz, &c., Aug. 15, with mdse and passengers to James E. Ward & Co. Arrived at the Bar at 10 04 A. M.

SS Antilla, (Br.,) Montell, Nassau, with mdse and passengers to F. F. Montell & Sons. Arrived at the Bar at 9 30 A. M.

SS Peruvian, (Br.,) Niemann, Glasgow Aug. 18 via Moville, with mdse and passengers to Austin Baldwin & Co. Arrived at the Bar at 2 45 P. M.

SS Guyandotte, Walker, Newport News and Norfolk, with mdse and passengers to the Old Dominion Steamship Company.

SS Nacoochee, Smith, Savannah, with mdse and passengers to R. L. Walker.

SS Richmond, Dole, West Point, and Norfolk, with mdse and passengers to Old Dominion Steamship Company.

SS Knickerbocker, Halsey, New-Orleans, with mdse and passengers to E. S. Allen.

SS Fanita, Simmons, Philadelphia, with mdse to W. P. Clyde & Co.

Ship Middlesex, (of London,) Clark, Hull 49 ds, with chalk to order—vessel to Simpson, Spence & Young.

Bark Fortunato F., (Ital.,) Mezzano, Genoa 56 ds, with mdse to order—vessel to Funch, Edye & Co.

Bark Tillid, Harding, Fernandina 14 ds, with lumber to Robinson & Booth—vessel to Parsons, Bowers & Pendleton.

WIND—10 P M, at Sandy Hook, light, W, clear.

Sailed.

SS New-York, for Southampton; Teutonic, for Liverpool; Noordland, for Antwerp; Mohawk, for London; Trave, for Bremen via Southampton; Alecto, for London; Constance, for Cape of Good Hope and Calcutta; Habana, for Havana; City of Para, for Colon; Cherokee, for Charleston and Jacksonville; Seneca, for Havana and Matanzas; Ailsa, for Port au Prince, &c.; Wyanoke, for Norfolk and Richmond; El Cid, for New-Orleans; Zaandam, for Amsterdam; Creole Prince, for Bluefields; Brilliant, for Dover.

Ships Challenger, for Foo-Chow; Manuel Llaguno, for San Francisco.

Bark Gerald C. Tobey, for Hongkong.

Brig Katahdin, for Bangor, Me.

Spoken.

Ship Ladakh, (Br.,) Thomas, from New-York July 13 for Bombay, was spoken July 27 in lat 28 N, lon 48 W.

Notice to Mariners.

TOMPKINSVILLE, N. Y., Aug. 30.—Owing to damage caused by the gale of the 29th inst., the three electric buoy lights, Nos. 1, 3, and 4, in Gedney Channel, New-York Lower Bay, are extinguished. The necessary repairs will be made and the buoys relighted as soon as possible. By order of the Lighthouse Board.

Miscellaneous.

LONDON, Aug. 30.—Ship Alameda, Capt. Bruce, from New-York June 3 for San Francisco, is reported at Rio Janeiro in a leaky condition.

By Cable.

LONDON, Aug. 30.—North German Lloyd SS H. H. Meier, Capt. Moeller, sld. from Bremen at 2 P M to-day for New-York via Southampton.

North German Lloyd SS Spree, Capt. Willigerod, from Bremen yesterday, sld. from Southampton for New-York at 5 P M.

SS Aldborough, from Hamburg for New-York, passed the Lizard to-day.

SS American, (Dutch,) Capt. Voege, from New-York Aug. 17 for —, passed Dover to-day.

SS Burgundia, (Fr.,) Capt. Dulac, from Marseilles Aug. 26 for New-York, passed Gibraltar to-day.

SS Gellert, (Ger.,) Capt. Kaempff, from Hamburg Aug. 27 via Havre for New-York, passed the Lizard to-day.

SS Massachusetts, (Br.,) Capt. Booquet, from New-York Aug. 19 for London, passed the Isle of Wight to-day.

SS Massilia, (Fr.,) Verries, from New-York Aug. 17 for Naples, passed Sagres to-day.

SS Rhaetia, (Ger.,) Capt. Ludwig, from New-York Aug. 19 for Hamburg, passed the Scilly Islands to-day.

SS Evelyn (Br.) sld. from Hamburg for New-York Aug. 26.

SS Diamant, (Ger.,) Capt. Wischausen, sld. from Bremerhaven for New-York Aug. 28.

SS Willkommen, (Ger.,) Capt. Schaefer, sld. from Shields for New-York Aug. 28.

SS Dora Foster, (Br.,) Capt. Morgan, sld. from Shields for New-York yesterday.

SS Bohemia, (Ger.,) Capt. Schroeder, from New-York Aug. 5, arr. at Swinemunde Aug. 27.

SS Rydal Hall, (Br.,) Capt. Brooks, from New-York Aug. 12, arr. at Rotterdam Aug. 27.

SS Justin, (Br.,) Capt. Bisson, from New-York Aug. 13, arr. at Barbados yesterday.

SS Thingvalla, (Dan.,) Capt. Berentzen, from New-York Aug. 12, arr. at Christiania yesterday.

GENOA, Aug. 30.—North German Lloyd SS Fulda, Capt. Thalenhorst, from New-York, arr. here at 3 P M.

SOUTHAMPTON, Aug. 30.—North German Lloyd SS Lahn, Capt. Hellmers, from New-York, arr. here at 7 P M yesterday and proceeded for Bremen.

Mired All Night in a Swamp.

JERSEY CITY, N. J., Aug. 30.—The most pathetic story of Monday night's storm in this section was not told until to-day. The hero of the affair was Frank Bather, whose parents live at 56 Old Bergen Road, in the Greenville district.

Monday evening he was given some pennies to buy candy He made his purchase and started for home. The streets in the Greenville district are poorly lighted and Frank made a wrong turning and got into McAdoo Avenue, at the foot of which is a swamp.

In this he got mired, and his efforts to extricate himself only involved him more deeply, and he finally got waist-deep in the mud. He was in the swamp from about 8 o'clock Monday evening until noon yesterday, and consequently was exposed to the pitiless pelting of the terrible storm that raged for six or seven hours between Monday night and Tuesday morning. He was clothed only in light garments and the wonder is that he survived. He says he called as loud as he could for help and only stopped when he could shout no longer. He was found in the swamp by boys who were looking for him yesterday noon.

NEW RECORDS AT FLEETWOOD

DIRECTUM MAKES A HALF DOZEN IN ONE TROTTING RACE.

The Fastest Five Heats Ever Trotted, the Fastest Fifth Heat in a Race, a Stallion Race Record, and a Four-Year-Old Record Were a Few of the Incidents at Fleetwood Yesterday Afternoon—A Large Crowd Sees Grand Contests in All the Races.

There is now in progress at the old Fleetwood race track a race meeting that is actually for the improvement of the breed of horses. The horses that are being improved through the efforts of the gentlemen comprising the Driving Club of New-York are not the racing machines that are bred for gambling purposes only, the thoroughbreds, but the light-harness horses, which are as truly typical of America as is the rattlesnake or the Yankee. America only produces them, and they are so grand a type of the horse that European countries are already in our markets to buy them for the sake of giving additional merit to the horses of the Old World.

It is the first meeting of importance that has been held at the track for years. New-Yorkers have been rather weaned from trotting because of the prevalence of racing, and therefore the successful conduct of a meeting like that now in progress at the track is about like the introduction of a new thing in the way of sports. Fortunately for the lovers of light-harness racing there was a chance to unite with the Charter Oak Park Association of Hartford, Conn., for a meeting at Fleetwood. The Charter Oak stakes were all brought down here for decision, and the card offered for the meeting, which will continue until next Monday, is one of exceptional brilliancy.

No better racing than that of yesterday has ever been seen on any trotting track in the Union. It was only a fair forerunner of what is yet to come. The best horses in America are here. The track is in splendid condition, faster than any one supposed it ever could be shown to be, and it is in the range of possibilities that the meeting will be one of record smashing throughout.

Directum, in the race for the free-for-all class, yesterday, showed the possibilities of the sport that has been prepared for the lovers of the highest type of harness horse. In the race in which he carried off the honors yesterday Directum did a lot of record breaking, such as is rarely seen in a whole meeting, let alone in one race. In that race he trotted the fastest mile ever trotted on the track, 2:09¾, and thus made a new record for himself. It is also the best record ever made by a four-year-old horse at any time or under any circumstances, the best stallion race record, and the fastest fifth heat ever trotted in a race by any horse. The five heats in the race, the first two of which were won by Walter E., were the fastest five heats ever trotted in a race of any kind, and so the performance was a wonderful one in more than a half dozen ways, for it gives to Directum a lot of records that the champions must have a shy at hereafter if they would be in the list of champions in any way.

More people were at Fleetwood track yesterday afternoon than have been there since the day that Jay Eye-See and St. Julien had their memorable contest there. The number was not as great as on the day of that great struggle, but the air was as full of enthusiasm, and the sport was more interesting than on that afternoon, to which trotting men hereabout still refer as a day of exceptional pleasure. Several hundred ladies were in the clubhouse and grand stand, and they, like their escorts, were there for pure love of sport. The betting attachment to a trotting meeting is insignificant as compared with the betting at a running race. There was betting, of course, but it was an incident, not the feature that over-shadowed all others.

As record after record was bowled over in the different events there was enthusiasm of the sort that showed a good healthy interest in the sport, and not the feverish excitement of the man who only cares to see a certain animal win a race so that he may win his bets. Phenomenal time and the smashing of records has nothing whatever to do with the operations of the betting ring, and the enthusiasm evoked was therefore the joy of a lot of enthusiasts, such as is apparent at a baseball game where betting is not allowed. It was the healthy, hearty evidence of supreme pleasure evoked in the breasts of men who have a hobby and a love for that hobby. It was a relief from the fever and faire enthusiasm of the race track as those tracks are known hereabout.

If ever trotting is to gain a foothold in this vicinity this meeting will tell the story. If it proves successful, and there is every prospect that it will, there will be built somewhere in the vicinity of the city a trotting track that will be a credit to the metropolis o. the Nation. Capitalists have already promised their aid for such a plant, and if lovers of the harness horse care to have a home made for them about here they should encourage the management of the present meeting. Horse owners are watching the possible outcome with the deepest interest. This city should certainly have a representative trotting association with a suitable home, and if there is encouragement it will have.

Among the thousands who watched the brilliant sport yesterday were J. G. Davis, Lee, Mass., owner of Alcantara, 2:23; W. W. Marsh, Jessup, Iowa, owner of Sir Walkhill; J. B. Conover, Trenton Stock Farm; J. McClenahan, Port Chester, N. Y.; E. O. Bedford, owner of Gillette, 2:11¼; J. F. Dingee, Brooklyn; W. G. France, Lexington, Ky., owner of the trotting sire Red Wilkes; E. E. Bergen, Newark, N. J., proprietor of Raritan Farm; W. J. Callihan, Jackson, Mich., owner of Lee's Pilot and other fast ones; J. W. Sutton, Newburg, N. Y., owner of Montezuma; Walter Willetts, Roslyn, L. I., owner of Rupee, 2:11¾; John H. Shults, Parkville Farm; E. L. Risdon, Trenton Stock Farm; B. C. Woodruff and E. C. Rosenkranz, Newton, N. J., owners of Nutcoast; Judge Leslie W. Russell, Canton, N. Y., owner of Wedgewood; J. Wilbur, Canton, N. Y., owner of Foxwood; S. H. Rundle, Ridgewood Farm, Danbury, Conn., owner of Quartermaster; N. E. Spier, Suburban Stock Farm, Glen's Falls, N. Y.; C. Bassini, Flemington Stock Farm; C. E. Benjamin of the Saginaw (Mich.) Stock Farm, the home of Sphinx; J. A. Baker, Detroit; C. P. Brandell, Buffalo; G. Lang, Buffalo Stock Farm; E. H. Willets, Brightside Farm, Roslyn, L. I.; W. H. Coe, New-Windsor, N. Y.; C. H. B. Beakes, Brooklyn; Jacob Ruppert, Hudson River Stock Farm; O. M. Lawton, Brooklyn; Frank Bowers and George A. Singerly of Philadelphia; Lucas Broadhead, manager of Woodburn Farm, Ky.; W. R. Janvier, owner of Alcandre; T. Kilpatrick; George Clark, Meriden, Conn., owner of Haldane; E. D. Slater; Major S. T. Dickenson, owner of Miss Alice, Zenobia, and others; E. B. Lang, White Plains; W. W. Morrison, Norwalk, Conn.; W. H. B. Lockwood; George Dillenbeck.

THE FREE-FOR-ALL TROT.

The first race of the afternoon was the free-for-all trotting race left over from Tuesday. Walter E., who has been steadily winning, was favorite over the field for the event. Six horses answered the starter's bell, Directum being substituted for Little Albert to carry Monroe Salisbury's colors. Martha Wilkes had the pole and showed the way around the track, with Walter E. close up. Directum had been in close company until the half-mile pole was reached, when he made a bad break and had to be pulled to a standstill before he could again get his stride. The struggle between Martha Wilkes and Walter E. was a hot one to the very finish, the latter finally winning by a neck from the mare, who finished on a run. Greenleaf was distanced for running.

Walter E. was a clever winner of the second heat, never relinquishing the pole from the start until the horses swung into the home stretch. Doble had all through the heat made a determined effort to get this position with Martha Wilkes, but it was a fruitless one. He got in front of Walter E. several times, but never so far that he could capture the coveted position at the rail. Stewart kept Walter E. there until the stretch was reached. Then he swung into the middle of the track, where the going was the best, and won in that position. But he had little to spare, winning by but a length from Directum, who came very strong in the heavy going next the rail, and beat Lord Clinton by a head for the second place. Ryland T., who broke at the first turn, acted badly all through the heat, and was distanced.

The third heat brought the black California wonder, Directum, prominently to the front, as he won it in the cleverest possible fashion, and in 2:10, up to this point the fastest mile ever trotted over the track in a race, as well as the best mile ever made in a race by any stallion, the previous race record being that of Lobasco, 2:10¼, and the best performance by any horse of the age, four years, in a race. It reduced Directum's best previous record 1¼ seconds, and equaled the four-year-old records of Moquette and Helix, both of which were made in exhibitions against time. So altogether it was the best performance up to this point ever seen at the Fleetwood track. The commanding style in which he first overtook and then beat off his field showed that had it been necessary he could have lowered the record by probably a second in this heat, but there was no one fit to drive him out to his extreme speed. Walter E., who lost the pole on the first turn and fell to the rear with Martha Wilkes, came strong enough at the end to finish second, three lengths behind the handsome black Californian.

Again in the fourth heat Directum, who sold before the heat at $40 to $50 for the field, played with his field, putting the heat to his credit right handily, and eased up, in 2:10½. Four lengths behind him at the finish was Lord Clinton, and then a dozen lengths behind came Martha Wilkes, who barely managed to beat Walter E. out for the third place. The latter broke very badly at the point of rocks just before reaching the three-quarter pole and had practically to be pulled to a standstill before he got steadied into his gait. He had been in second place up to that point, but before the break Directum moved away from him so handily as to show that he would have won the heat had Walter E. remained steady to the finish.

Before the fifth and what proved to be the last heat of the race, Samuel McMillan, President of the Driving Club of New-York, and ex-Gov. Morgan G. Bulkeley, President of the Charter Oak Park Association, contributed $250 each to a purse of $500 to be given to the horse that should beat 2:10 over the track, the distance to be barred in any heat in which the effort to beat the record should be made.

Hardly had the announcement been made when the managers of Directum gave notice that they would try for this special prize. The black wonder from California not only won the heat, the race, the purse, and the special prize, but, by trotting the heat in 2:09¾, made a new record for the track and completed his record-breaking performance in brilliant style by putting the best three heats ever trotted in a race to his credit, by his successive heats in 2:10, 2:10½, and 2:09¾. The five heats were the fastest ever trotted in a race. Directum made the first quarter of this last heat in 0:32½, the half mile in 1:04½, and the three-quarters in 1:37.

Directum was as fresh when he trotted up to score as if he had just come from his stable instead of coming out after four hard heats, and he simply played with his field, leaving them far behind. Walter E. made a desperate effort to get the race, but it was a futile effort. Directum carried him too fast, and in the last quarter he broke and Lord Clinton finished in front of him, but a half dozen lengths or more behind Directum, whose magnificent performance was welcomed with such a round of cheers as is accorded to the winner of a Suburban or Futurity.

The summary:

Free-for-all trot.—Purse $5,000, divided.

Monroe Salisbury's Directum, blk. s., by Director-Stemwinder by Venture, (Kelly)	4	2	1	1	1
Walter E., b. g., by Patchen Mambrino, (Stewart)	1	1	2	4	3
Lord Clinton, blk. g., (Raybould)	3	3	3	2	2
Martha Wilkes, b. m., (Doble)	2	4	4	3	4
Ryland T., b. g., (Starr)	5	dis.			
Greenleaf, b. g., (Shuler)	Dis.				

TIME.

	Quarter.	Half.	Three-quarters.	Mile.
First heat	0:32½	1:05	1:38	2:11
Second heat	0:32½	1:05	1:38½	2:12½
Third heat	0:32½	1:05	1:37	2:10
Fourth heat	0:32½	1:04½	1:37½	2:10½
Fifth heat	0:32½	1:04½	1:37	2:09¾

THE CHARTER OAK STAKE.

After a half dozen ineffectual attempts to score successfully with Miss Alice, the pole horse, Starter Walker read the riot act to the drivers, and then they came up in good shape with Miss Alice for the first heat. At the finish turn she lost the pole to Harrietta, while Harry C. fell to the rear, where he remained all through the heat, looking like a candidate for 2:50 honors instead of a rich stake. Harrietta led to the lower turn, where she broke and cavorted as if doing a skipping-rope dance. Then Hickok sent Angelina to the front and drove her along easily until she won very cleverly by a couple of lengths from Lee's Pilot, a gray stallion, that was slow to get in motion, but very strong at the finish. The rest of the lot were like linked sweetness—long drawn out. Angelina lowered her record a second and a half to 2:12.

The second heat was another easy victory for Angelina, who was favorite in the pools at $20 to $15 for the field. She made a bad break at the first turn, and Leicester took the pole. But he lacked the speed to keep it, for at the half, which was trotted in 1:06½, he gave way to the fleet mare from Kentucky, and thereafter she had no trouble in winning as she pleased in 2:14¼ from Harry C., who managed to beat out Leicester for the second place with little trouble. The others were beaten off.

The third heat brought a surprise in the defeat of Angelina, who looked to be a winner, and an easy one, up to the time that the homestretch was reached. Here she showed up very tired, and though whipped out in a bruising finish, was beaten by a length by Harrietta, who had been at the tail end of the procession in the two previous heats. As the mile was trotted in 2:12, it was certain that the front rather than the rear was Harrietta's proper place.

She proved it in the fourth heat, when she led from start to finish, covering the mile in 2:13½, and going the first half in 1:03¾, the fastest half mile ever trotted over the Fleetwood track. Her victory was an easy and impressive one, coming home as she did in a jog and simply playing with her field. The mare Angelina was eased up just at the finish, and Miss Alice was able to get the second place in the heat, on sufferance.

Harry C. turned up as the winner of the fifth heat, thanks to the fact that Harrietta broke on the backstretch while in the lead, with Angelina a poor second and under the whip, and Harry C. and Miss Alice fighting for third place. The passing of a train just as the horses reached the backstretch probably caused the favorite to break as she did. Before Davis could get her steadied down Angelina had opened up a lead of a dozen lengths, and it looked as if she would win the heat and the race. But she tired badly in the last quarter and Harry C. caught and passed her and won rather handily. Harrietta, once settled, trotted well enough to finish a very respectable third.

All but Harrietta, Angelina, and Harry C. were sent to the stable, under the rule, for not winning a heat in five, and the sixth heat had this trio alone as starters. Harrietta was a 4 to 1 favorite, and she won the heat and race cleverly, after waiting on Angelina and Harry C., who alternately cut out the pace for her. Angelina again tired badly at the finish and Harry C. beat her home. This made no difference, as she had already secured second money in the stake. First money, $5,000, went to Harrietta; second money, $2,500, to Angelina; third, $1,500, to Harry C., and fourth, $1,000, to Lee's Pilot, one of the ruled-out horses.

Charter Oak Stake, $10,000, divided for the 2:18 class, trotting.

Erastus Corning's Harrietta, b. m., by Alcyone-Harriet, by Harry Clay, (Crit Davis)	6	7	1	1	3	1
Angelina, b. m., by Wilkes Boy-Mollie, by Kentucky Clay, (Hickok)	1	1	2	3	2	3
Harry C., blk. g., by Green Boy, (Carpenter)	7	2	5	6	1	2
Lee's Pilot, gr. s., (McHenry)	2	5	3	4	4ro	
Miss Alice, b. m., (Starr)	4	4	4	2	6ro	
Leicester, ch. s., (Baldwin)	3	3	7	7	7ro	
Ellard, b. s., (Dickerson)	5	6	6	5	5ro	

TIME.

	Quarter.	Half.	Three-quarter.	Mile.
First heat	0:32	1:04½	1:38	2:12¼
Second heat	0:33	1:06½	1:40¼	2:14¼
Third heat	0:33	1:04¾	1:38	2:12
Fourth heat	0:32	1:03¾	1:37	2:13½
Fifth heat	0:32	1:04½	1:39¼	2:15
Sixth heat	0:34	1:07¾	1:42¼	2:16½

THE TWENTY-SIX TROTTERS.

Four horses answered the call of the bell for the 2:26 class trot, with the field selling at $25 to $13 for Dudley Olcott, who was picked out as the favorite in the class. Marguerite won the heat, in spite of a bad break made midway between the quarter and half mile poles. After the break Vera and Joe McLaughlin made the pace to the last quarter where there was a general closing up. McLaughlin, who was going strongest, broke, and that gave Palmer Cleveland a chance to get Marguerite home by a head in front of Dudley Olcott who was eased at the finish. The judges thought the latter was not driven to win the heat, so they fined his driver, John E. Turner, $50, and declared off all bets on the heat. Turner went up into the judges' stand and made a vigorous protest against the imposition of the fine, a sort of thing he has not been used to in his rather odorous career as a driver of trotting horses.

Just as the horses were called for the second heat, Turner, who had driven Dudley Olcott, turned his colors over to Budd Doble, who drove the horse in this heat. He did not drive him so well as did "the General," for Dudley Olcott broke twice during the mile, finishing a poor third, while Marguerite again won the heat, this time under pressure, and by but a length from Joe McLaughlin, who had trotted in second place all through the heat.

Marguerite settled the race in the third heat by trotting in front from start to finish. Dudley Olcott, again driven by Doble, broke at the half pole and fell to last place, but rallied well enough to land in second place at the end and so win the second money. John Turner chuckled both inwardly and outwardly after the race, as the change in drivers had proved that Dudley Olcott was not so good a horse against the mare as the judges thought. The diplomatic Gen. Turner by this change did just as he wanted to—won the second money and saved his horse from a record, and he was happy.

The summary:

2:26 Class.—Trotting; purse $1,000, divided.

P. Cleveland's Marguerite, b. m., by Dexter-Dictator, dam untraced, (Cleveland)	1	1	1
Dudley Olcott, ch. s., (Turner and Doble)	2	3	2
Joe McLaughlin, b. g., (Gibbs)	3	2	3
Vera, b. m., (Von Volkenburg)	4	4	4

TIME.

	Quarter.	Half.	Three-quarters.	Mile.
First heat	0:34	1:08	1:45	2:21½
Second heat	0:34	1:08	1:45	2:22½
Third heat	0:35	1:10	1:45½	2:22½

Progressive Purse.—Stake for two-year-olds; 2:30 class; trotting; $2,000, divided.

Monroe Salisbury's Director's Flower, b. f., by Director-Sunflower, by Elmo, (Kelly)	1	1
Chris Lang, br. c., (Goldsmith)	2	2
Altoneer, b. c., (Stinson)	3	3
Idolet, ch. f., (Payn)	Dis.	
Clara Madison, b. f., (Platt)	Dis.	

THE TWO-YEAR-OLD STAKE.

Five of the horses entered for the Progressive Purse, for two-year-olds, started for the race, with Director's Flower a prohibitive favorite over the field. Director's Flower won the first heat as he pleased in 2:26½, time that was fast enough to result in Clara Madison and Idolet both being distanced. Chris Lang, who broke badly near the quarter, managed to get steadied down in time to beat Altoneer home for second place. The second heat was merely an exercise jog for Director's Flower, who won as she pleased in 2:26. The summary:

TIME.

	Quarter.	Half.	Three-quarters.	Mile.
First heat	0:36	1:12½	1:50½	2:26½
Second heat	0:37	1:12½	1:50	2:26

THE CARD FOR TO-DAY.

Nancy Hanks to Try to Beat the World's Record in Harness.

To-day's card is a strong one, the principal feature being the effort which the trotting queen, Nancy Hanks, will make to lower the record of 2:04. The speedy little mare is in perfect health, and as Fleetwood track is a shade faster than Mystic Park, Boston, where she trotted three weeks ago in 2:08, Nancy is bound to trot a great mile even if she does not break the record. Vice President W. B. Fasig, who prepared the Cleveland track in 1885 for Maud S., has devised a scheme which should make Fleetwood track as fast as any. A wide roller, with a harrow attachment is to be used. The roller will leave a hard, smooth surface for the rubber tires of the wheels to run over, while the harrow following will cut a cushion three feet wide right in the centre of this rolled path on which the gallant little mare may extend herself to the utmost without fear of concussion. If this scheme should work successfully—and with the splendid exhibition of speed shown yesterday the track is certainly a fast one—there is a very fair chance for a mile that may perhaps alter the figures from 2:04 to 2:03¾ or 2:03½. Mayor Gilroy will be in the judges' stand and give the word to Doble for the start.

Eighteen are named for the 2:16 trot, and allowing for withdrawals a good field of eight or nine will face the starter. Corinne or Myrtle R. are the best of these on recent form.

The 2:30 trot should have about ten starters, some of which, like Alar and Porcelain, have taken faster records than this class since this event was closed. A "dark horse" in this class is usually uncovered, and if danger threatens from any quarter it will come from either Brazil or Brewster F., the latter trained at Fleetwood, where he has shown a trial in 2:18½.

It is reported that Manager will not start in the free-for-all pace, but all the others are on the ground and ready to start. The race should equal in interest the great free-for-all trot of yesterday, for Roy Wilkes's 2:06½ and Flying Jib's 2:05¾ will help force the pace, and some more record-breaking miles must result.

The full list of entries is as follows:

2:16 Class.—B. Doble, b. h. Prince Herschel or ch. g. McDoel; O. A. Hickok, Aljandie; M. E. McHenry, b. m. Clara D.; G. Starr, b. m. Myrtle R. and br. m. Zembia; W. C. Trimble, ch. g. S. J.; G. Curry, b. m. Jennie Wilkes; C. Davis, rn. m. Katherine S.; G. O. Smith, blk. g. Burt Sheldon; Silver Mine Farm, blk. m. Bush, and ch. h. Alcyone, Jr.; J. J. Bowen, b. g. Jesse Hanson; M. B. Wilcox, b. m. Fannie Wilcox; H. C. Jewett, rn. m. Lissa; A. J. Feek, b. g. Oney; J. Cheney, b. m. Corinne; Suburban Stock Farm, b. h. Del Mar.

2:30 Class.—Round Top Farm, br. m. Alar; A. J. Feek, ch. m. Adah Look and g. m. Landmark Maid; M. E. McHenry, b. g. Brazil; W. B. Fasig, b. g. Brewster F.; R. T. Meginnis, Linkwood Kate; Montevideo Stock Farm, blk. m. Eloise; H. M. Rider, b. h. Frank H.; P. F. Carey, b. g. Porcelain; H. Bogert, br. g. Harry H.; A. P. McDonald, blk. g. Phalen; Suburban Stock Farm, ch. m. Crescent; G. H. Huber, br. h. Aristotle.

Free-for-All, Pacing.—B. Doble, gr. h. Manager; G. Curry, b. g. Major Wonder; Boulevard Breeding Farm, br. h. Vitello; C. Davis, b. m. Cristo Queen; L. H. Davies, br. h. Roy Wilkes; G. P. Dougherty, b. g. Blue Sign; J. E. Clark, b. h. Linden; J. S. McCoy, b. h. Chronos and ch. g. Chesterfield; M. Salisbury, b. h. Flying Jib; L. Simmons, ch. m. Prima Donna.

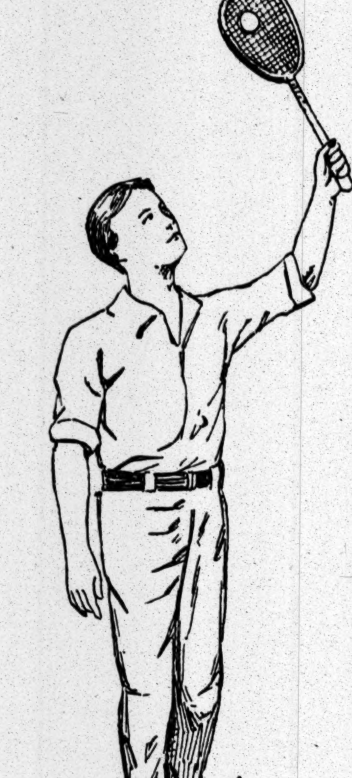
WRENN IS TENNIS CHAMPION

GREAT SURPRISE AT THE ALL-COMERS' TOURNAMENT.

F. H. Hovey Was a Strong Favorite After His Victory Over Clarence Hobart and Tennis Experts Counted Him a Sure Winner—Wrenn Played a Great Game, Giving a Masterly Exhibition of Tennis—He Returned Hovey's Smashes and Most Difficult Shots with Ease.

NEWPORT, R. I., Aug. 30.—The great all-comers' tournament is over and R. D. Wrenn is the national champion for 1893. This morning he defeated F. H. Hovey three sets to one, thereby winning the new trophy cup. This becomes his permanent property after he has won it three times, though not necessarily in succession. The former champion, O. S. Campbell, retired on his laurels this year, letting his title go to Wrenn by default.

The result was a great surprise, few thinking that young Wrenn would down the mighty Hovey after the latter's great showing against Clarence Hobart. The victory was fairly earned, Wrenn playing the game of his life from the start. Such tennis has seldom been seen on the Casino grounds. Hovey failed to get in his usual effective smashes, Wrenn returning the most difficult shots with ease. It was a masterly exhibition of scientific tennis, and no one begrudges the new challenge trophy to the winner of to-day's match. No one on the courts could have stood up against Wrenn in his present form.


R. D. Wrenn.

It was just 11 o'clock when Hovey served the first ball. The server was a hot favorite, owing to his victory over Hobart on Monday. It was two chances to one that Hovey would come out ahead again to-day. But Wrenn took the first game just the same, with only a point for the favorite. Wrenn's left-handed smashes proved effective. When Wrenn gave Hovey a chance for a drive the latter placed the ball far outside. Hovey tied the games at one all, but Wrenn again assumed the lead on a pretty lob over Hovey's head and several cross-court drives. Wrenn was thus far proving a worthy opponent for the world's champion. A day's rest had evidently restored to him some of his old-time skill. He was playing pretty tennis. If he could keep Hovey on the back lines, Wrenn's clever net work might carry the day.

A game apiece with Wrenn still in the lead at 3 to 2—it was a Wrenn day thus far. Hovey began to look disconcerted. He had not calculated on any such showing in to-day's match, but Wrenn wanted the new challenge cup as well as Hovey. He would make the latter earn his victory at any rate.

Hovey took the tying game on several well-directed smashes. The games were again tied at four all. Everything indicated a hot struggle for the opening set. Wrenn clinched his hold on it by taking the odd game, with one point for Hovey. Wrenn's lobbing and net game were superb, while Hovey was wild when wildness counted heavily. Four straight points for Wrenn, and the black ball was hoisted on the Wrenn side of the scoring machine to show that that clever young player had one set in the lead.

The crowd applauded to see Wrenn so well started for the championship. But Hovey scowled. Something was evidently the matter with the Hovey strokes. They didn't seem to get there as they had done against Hobart, and Hobart was considered a better player than Wrenn.

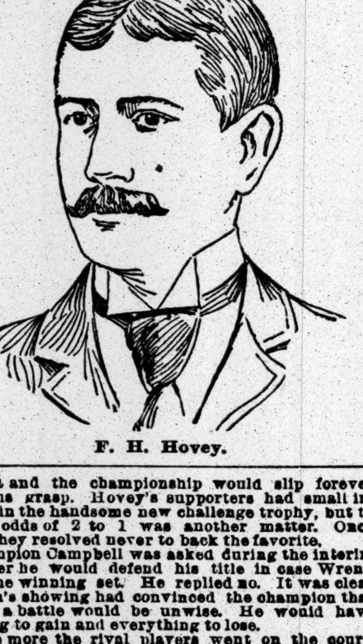
Wrenn led off on the second set. He lobbed and smashed and Hovey was nowhere. Champion Campbell smiled from the referee's chair. It was currently reported that he would defend his title if Wrenn proved the challenger. Whether true or not, the chance of a championship match added to Wrenn's supporters.

With Wrenn a game on the second set, Hovey pulled himself together. Four straight points tied the score, with Hovey showing up in improved form. It was nip and tuck until three all was called, Wrenn invariably taking the odd game. He got the lead, and Hovey then tied the score. With the games three all, Hovey assumed the lead for the first time, the seventh game going to him on well-judged drives. Hovey was plainly waking up, and took the next game as well. The Hovey drives and Hovey smashes were beginning to tell. When Hovey took the next game and the set, the Hovey stock was on the rise. It was now one set all, an even thing thus far.

The usual rest of seven minutes after the second set gave the sporting element time to think. The score was now just exactly even, with a set and a game apiece. Dame Fortune forsook the arena at this point, for no luck was apparent on the next few games. A deuce game went to Wrenn and then a love one to Hovey. The two were now playing with the utmost care. Few balls went out and fewer found the net. A smash by Hovey or a cross-court drive by Wrenn decided the rally.

Wrenn's great work at the net was good for the next two games. It was now four all, no sinecure either way. Wrenn was not content with tying the score. He soon forged ahead, forcing Tom Pettit to add a fifth red ball to the Wrenn side of the scoring machine.

Hovey seldom smiles. His face is always severe and frequently scowling. He scowled in earnest when Wrenn's wonderful shots carried the next game and the set, 6-4. He left the grounds for the usual rest with his face buried in frowns. Another set lost and the championship would slip forever from his grasp. Hovey's supporters had small interest in the handsome new challenge trophy, but to lose at odds of 2 to 1 was another matter. Once more they resolved never to back the favorite.


F. H. Hovey.

Champion Campbell was asked during the interim whether he would defend his title in case Wrenn took the winning set. He replied no. It was clear Wrenn's showing had convinced the champion that to risk a battle would be unwise. He would have nothing to gain and everything to lose.

Once more the rival players went on the court. Hovey made the first point, but Wrenn took the next. Wrenn also took the first game. The second soon followed for Wrenn. It was 2 to 1 on Wrenn now, with few takers at the short end. A double fault gave Hovey the vantage point in the third game, and an out added the necessary point. A lucky drop over the net tied the score at two all. But Wrenn soon spurted for the lead. His returns were something phenomenal.

In spite of hard luck Hovey won the next game. Luck favored him on the eighth game, but Wrenn was too strong. The score was now 5—3. Hovey needed two straight games or Wrenn would run the set out. He took one after brilliant rallies. The next game was brought to deuce on Hovey's poor work after he had a lead of 40 to 15. A double fault and a good smash by Wrenn lost for Hovey the chance to take the tying game. The next point went to Wrenn. Another point and Wrenn would be the champion. Hovey held the little white ball ready to serve. It was the all-important point. The crowd scarcely breathe. A few sharp strokes and Hovey drove the ball far out of Wrenn's reach. Hovey had still a chance to pull out; but the next point went to Wrenn, and again he was within a point of the championship.

A clever pass by Wrenn took Hovey unawares, and the match was won and lost, 6-4, 3-6, 6-4, 6-4.

Referee James Dwight allowed Champion Campbell five minutes to say finally whether he would defend his title or not. Campbell appeared undecided for a time, his friends urging him to play. They thought he could beat Wrenn in spite of the latter's great showing. But the champion would not be persuaded, though he showed considerable hesitation. The championship therefore goes to R. D. Wrenn of Harvard University.

The summary follows:

All-Comers.—*Final Round*—R. D. Wrenn beat F. H. Hovey, 6—4, 3—6, 6—4, 6—4.

Championship Round—R. D. Wrenn, challenger, beat O. S. Campbell, holder, by default.

OPENING THE FALL TENNIS SEASON

The Palisade Boat Club Holds the First of the Local Tournaments.

The Palisade Boat Club of Yonkers has the honor of opening the Fall tennis season of the local clubs. The club grounds are admirably situated for those who wish to combine love of tennis with love of nature, as they command a fine view of the Hudson.

The tournament is an open one, but the Yonkers players evidently did not wish to be troubled by outside experts, as they kept the tournament very much in the dark. An unusual feature of the tournament is the abolition of the deuce and 'vantage sets. This is often done in ladies' tournaments, but very seldom when the contestants belong to the more robust sex.

Among the best players entered were the Thayer brothers from Tarrytown, who played well in the Nyack tournament, and Granville Burr, one of the crack Central Park players. H. Huntington, a brother of R. P. Huntington, wielded his racket with good effect, though he has had no practice for four years. He beat two antagonists in excellent style and will make a strong bid for first prize. The scores were as follows:

Men's Singles.—*Preliminary round*—H. M. Baird defeated C. Moore, 6—3, 6—5; J. Kingman defeated J. Humason, 6—1, 6—2; E. Thayer defeated H. P. Johnes, 6—3, 6—0; H. Huntington defeated N. L. Cohn, 6—4, 6—2; H. Thayer defeated A. Burroughs, 6—3, 5—6, 6—1; P. C. Meyers defeated H. Bashford, 6—4, 6—1.

First round—H. Huntington defeated G. Thayer, 6—3, 6—2; E. Butler defeated E. Martin, Jr., by default; Granville Burr defeated H. Beecher, by default.

Men's Doubles.—*First round*—Moore and Bashford defeated Stewart and Pence, 6—3, 6—4.

J. B. PAINE TO SAIL THE JUBILEE.

The General Will Not Be on the Cup Defender in Trial Races.

BOSTON, Mass., Aug. 30.—Gen. Paine will not be on the Jubilee in the trial races nor in the cup races, should the boat be fortunate enough to be selected to meet the Valkyrie. John B. Paine, designer of the boat, will be in charge, and if the General sees the races at all it will be from another boat. In giving charge of the boat to his son for the races, Gen. Paine is but carrying out his intention as expressed when he first made known his determination to build.

"I shall use the boat for my own cruising during July and August, and then, if it should prove fast enough to stand a chance in the trial races, I shall turn her over to John and let him have charge," he said to a TIMES correspondent at that time. "I shall have nothing to do with her in the trial races or in the cup race if she should be fortunate enough to be selected."

"Shall you see the races from another boat?" was asked the General.

"I have as yet made no arrangements to," he replied, "and doubt if I shall. It would be a great temptation to go on board the Jubilee, were I there, to see her race, so perhaps I had better stay at home."

So it will be the son and not the father who will race the Jubilee. It may be somewhat of a surprise to many and also a disappointment to those who saw success as much in Gen. Paine's wide racing experience and good management as in the abilities of the boat herself.

Mr. John B. Paine is, however, no novice in racing matters, and has had a greater and more varied experience than most young men of his age, and the boat is not likely to suffer in his hands. The Jubilee sailed this afternoon for New-York, and will haul out there.

Fixing up the Pilgrim.

BOSTON, Aug. 30.—It is definitely settled that the Pilgrim will have the changes made in her that have been talked about for the last few days. The permission which the designers were waiting for from Secretary of the Navy Herbert, to use the Charlestown Dry Dock, was received last night. This morning the Pilgrim was towed to Fish's Wharf to have the mast hoisted out. At high tide to-night she was docked.

The Pilgrim will be given 2 feet more hoist by piecing out the mast. A new boom will be made by Lawley, the stick for which has been drying out for the last month at the yard. It will be 89 feet long, or 3 feet longer than the old one. The gaff will be increased in length over the old one about as much as the new boom. Her bowsprit will be put out 4 feet more, and this will make a new jib necessary.

In order to carry this increased sail plan, three tons more lead will be put on her fin. George Stewart has secured the Colonia's old mainsail which she had when first launched. It will be cut down and will suit all purposes admirably.

Time is getting very short before the trial races, but the work has been divided up among different yacht builders, each one taking a small part of it, and it now looks as though the Pilgrim would get into the races all right by a little hustling.

Another Race for the Britannia.

LONDON, Aug. 30.—The race for the Town Cup was sailed off Plymouth to-day by the Prince of Wales's Britannia, A. D. Clarke's Satanita, and P. Donaldson's Calluna. The course was triangular and forty miles long. The three cutters got a fair start in a light northeast breeze.

Royal Phelps Carroll's Navahoe, which takes no part in the Plymouth races, has had her mainmast shortened three feet and her mainsail is being reduced accordingly.

The Satanita was badly sailed. When she reached Doldrumed Light the wind became flaky and she dropped out of the race. The wind afterward veered to the west. At the finish the Britannia was twelve minutes ahead of the Calluna.

Yachts Reported.

CITY ISLAND, N. Y., Aug. 30.—The following yachts passed here to-day: Bound East—Steam yachts Golden Rod, Mr. Archibald Watt; Kanapaha, the Rev. William L. Moore; Nautilus, Mr. Julius Jonson; Embla, Mr. J. H. Hanan; Vamoose, Mr. W. R. Hearst; Allegra, Col. S. V. R. Cruger; Conqueror, Mr. F. W. Vanderbilt; Orienta, Mr. E. R. Ladew; Helvetia; Mr. C. O'D. Iselin, and Viking, Mr. H. A. Hutchins; schooner yacht Dauntless, Commodore Caldwell H. Colt.

Passed West—Steam yachts Shearwater, Mr. H. R. Wolcott; Fra Diavolo, Mr. E. S. Stokes; Sapphire, Mr. A. L. Barber; Stella, Mr. James Breslin, and Vision, Mr. Clarence McKim; schooner yacht Speranza, Mr. O. D. Wilkinson.

Came to Anchor Here from the Eastward—Schooner yachts Tioga, Mr. S. L. Husted, Jr., and Christine, Mr. John Shaw; cutter yacht Moccasin, Mr. J. Pendleton Cruger, and rater Pyxie, Mr. Oswald Sanderson.

Left Whitestone, L. I., for New-Rochelle—The Morgan-Iselin cup defender Vigilant.

Sloop yacht Guenn, Mr. Edward Winslow, which went ashore yesterday morning in the heavy gale at Great Neck, L. I., was towed here this evening to make repairs at the yard of John P. Hawkins.

STATION SEVEN, VINEYARD HAVEN, Aug. 30.—Arrived—Steam yachts May, New-York, Commodore Morgan, cruising east from Newport; Nashawena and Viva, Boston, cruising; steam yacht Corsair, New-York.

Passed West—Schooner yacht Milvie, New-York, from Newport; schooner yachts Ariel and Seafox, New-York.

Schooner Romance, New-York, has sailed west.

In Port—Sloops Lapwing, Torment, Maypa, and cutter Daisy.

To Play the Australians.

At a meeting of the Executive Committee of the Metropolitan District Cricket League, held on Tuesday night, it was finally decided to play the Australian team of cricketers a three-day game in New-York. The offer of the Staten Island Cricket Club to give the use of their ground absolutely free of charge was accepted, and the game will be played on their wicket at Livingston. No date has yet been decided upon for the match. The Philadelphia management offers Oct. 3, 4, and 5, but New-York wants one of the days to come on a Saturday if it can be obtained early enough, and they would much prefer the Australians to play on their arrival in New-York instead of going on to Philadelphia for the first match.

In view of the great strength of the Australians it was proposed that the New-York team should consist of eighteen players instead of the usual eleven, and it is expected that the New-York team can make a good showing with this small handicap.

Canadian Cycle Records Broken.

TORONTO, Ontario, Aug. 30.—The annual meeting of the Toronto Bicycle Club was attended by an immense crowd at Rosedale track this afternoon. Johnson of Minneapolis came here for the races, but they were postponed for two days, and he would not wait. Osmond, the English ex-champion, was present. He did not win any races, but he broke a record in a handicap race. The Rosedale track is only about a quarter of a mile, and he is used to a half-mile or mile track, and he would not even try to do anything speedy in the other races.

Most of the races of any account were won by Hyslop, the Toronto wheelman. There were two Canadian records broken—the half-mile, which was lowered by Osmond by 2-5 of a second, and the five-mile, which Hyslop lowered by 37 2-5 seconds.

The results of the races were:

One-Mile, Open.—Won by F. W. Gullett, Toronto; Carlyle, Athenæum Club, Toronto, second. Time—2:40, 2:31, and 2:46.

One-Quarter Mile.—Won by W. Hyslop; W. A. Rhodes, Chicago, second. Time—0:35 3-5, 0:34 2-5, and 0:34 4-5.

Half-Mile, Handicap.—Harbottle, Toronto, (45 yards,) won; Rhodes, Chicago, (35 yards,) second. Time—1:04 3-5, 1:04 3-5, and 1:04.

Two-Mile Club Handicap.—Gooderham, Toronto, (200 yards,) won; Gullett, Toronto, (175 yards,) second. Time—4:54 3-5.

One Mile.—Hyslop, won; Rhodes, Chicago, second. Time—2:29 3-5.

Two-Mile, 6:00 Class.—Young, Wanderers' Club, Toronto, won; McKellar, Athenæum Club, Toronto, second. Time—5:35 4-5.

Five-Mile, Open.—Hyslop won; W. A. Rhodes, Chicago, second. Time—13:03 3-5.

One-Mile, City Championship.—Harbottle won; Young, Wanderers' Club, second. Time—2:34.

HOME RUNS WERE PLENTIFUL

THE GIANTS SAVED FROM A DEFEAT BY HARD HITTING.

The Browns Handled the Ball in Good Style, but Were Unable to Hit the Pitching of Petty When the Bases Were Occupied—Gleason, Besides Being Hit Hard, Gave Twelve Bases on Balls—Poor Work in the Outfield by Stafford, Whose Muff Gave the St. Louis Players Three Runs.

Home runs by Burke, Connor, Tiernan, and Stafford, eleven stolen bases, and a dozen bases on balls by generous Mr. "Kid" Gleason, explain the victory achieved by the Giants yesterday. As regards field work, the New-Yorks were outclassed, but when it came to getting bases on balls, making long hits, and stealing bases, the poor Browns were like a lot of selling platers against stake horses.

The errors of the Giants were very costly, and for a time it looked as though their heavy hitting would avail them nothing. One error in particular, a muff of an easy fly ball by Stafford, let in 3 runs.

This man Stafford is a good hitter, a first-class base runner, but one of the poorest outfielders in the profession. He makes brilliant catches, does not shirk any balls, but his errors are charged against him on the most simple flies. In yesterday's game Stafford dropped one fly and failed to get under another. It would be a good scheme to have a small boy knock up easy fly balls to this player for an hour every day and try and improve his steadiness in the field. If this is done, the spectators can look at a game without fear and trepidation when the ball is knocked out to the territory covered by this player.

Big Petty is pitching good ball, and he handled the Browns in a very clever manner. He only gave three bases on balls, and confined the hitting of the Browns to eight hits. In batting, Burke and Frank led with three hits each. Burke had his eye on the ball in earnest, knocking out a home run and two two-base hits. Frank of the Browns is a good hitter, but he plays left field something after the style of "Jim" O'Rourke.

Stafford, Ward, and Tiernan were sent to first base on balls in the opening inning. Stafford was thrown out stealing, Ward was caught napping. Davis made a hit, Connor secured a home run, Doyle singled, and Burke hit for two bags, tallying 4 runs. Connor's base on balls and Burke's two-base hit tallied 1 run in the fifth. Ward's base on balls and home runs by Stafford and Tiernan gained 3 in the sixth. In the seventh Connor hit safely and was forced out by Doyle. Burke got his base on balls, Fuller singled, and Frank made a wild throw, giving New-York 3 more runs. Connor's base on balls in the eighth, Doyle's single, and a home run by Burke sent 3 Giants around.

Brodie's single, a wild pitch, and Frank's hit gave St. Louis 1 run in the first inning. Werden's two-base hit, a sacrifice, and Ely's long fly to Tiernan 1 in the fourth, hits by Gleason and Brodie and a wild pitch 1 in the fifth, and two bases on balls and errors by Stafford and Ward 4 in the sixth.

Throughout the game Petty was very steady, and he appeared to improve as the contest wore on. In the last four innings only one hit was gained by the Browns. The score:

ST. LOUIS.	R.	1B.	PO.	A.	E.	NEW-YORK.	R.	1B.	PO.	A.	E.
Brodie, cf.	1	2	4	0	0	Stafford, cf.	1	1	3	0	1
Dowd, rf.	0	0	0	1	0	Ward, 2b.	1	0	1	3	2
Frank, lf.	0	3	0	0	1	Tiernan, rf.	2	2	4	0	0
Werden, 1b.	2	2	4	3	0	Davis, 3b.	1	1	0	1	0
Peitz, c.	0	0	5	1	1	Connor, 1b.	3	2	7	1	0
Ely, ss.	1	0	5	5	1	Doyle, c.	3	2	6	1	1
Quinn, 2b.	1	0	2	3	0	Burke, lf.	2	3	2	0	0
Crooks, 3b.	1	0	2	1	0	Fuller, ss.	1	1	3	3	1
Gleason, p.	1	1	2	1	0	Petty, p.	0	0	1	2	0
Total	7	8	24	15	3	Total	14	12	27	11	5

St. Louis.......1 0 0 1 1 4 0 0 0—7
New-York.......4 0 0 0 1 3 3 3 ..—14

Earned runs—St. Louis, 6; New-York, 8. First base by errors—St. Louis, 4; New-York, 1. Left on bases—St. Louis, 5; New-York, 6. First base on balls—Off Gleason, 12; off Petty, 3. Struck out—By Gleason, 1; by Petty, 3. Home runs—Stafford, Tiernan, Connor, Burke. Two-base hits—Werden, Burke, (2.) Sacrifice hits—Dowd, Ely, Petty. Stolen bases—Tiernan, Davis, (2,) Connor, Doyle, (4,) Burke, (2,) Fuller. Double plays—Fuller and Connor; Quinn, Ely, and Werden. Wild pitches—Petty, 2. Passed balls—Peitz, 1. Umpire—Mr. Hornung. Weather pleasant. Attendance, 3,000.

WON BY GOOD BATTING.

The Louisvilles Fielded in Good Style, but Failed to Bat.

Sharrott's pitching won the game for Brooklyn yesterday. The Colonels fielded brilliantly, but they could not hit the ball safely when the bases were occupied, and on that account failed to win from Foutz's men. It was a rather lifeless game throughout.

Hemming, the old Brooklyn pitcher, was in the box for Louisville, and he was touched up pretty lively by the Brooklyns, particularly by Shoch and Daly. The score:

LOUISVILLE.	R.	1B.	PO.	A.	E.	BROOKLYN.	R.	1B.	PO.	A.	E.
Grim, c.	0	2	2	2	0	Griffin, cf.	0	2	1	0	0
O'Rourke, rf.	1	0	2	0	0	Daly, 2b.	2	2	6	3	2
Weaver, cf.	0	0	3	0	0	Brouth'rs, 1b.	1	0	7	0	1
W. Brown, 1b.	1	2	9	0	0	Foutz, lf.	1	2	4	0	1
Twitchell, lf.	0	1	1	0	0	Hatfield, 3b.	2	1	3	3	1
Pfeffer, 2b.	0	1	4	8	1	Burns, rf.	0	1	0	0	0
Pinkney, 3b.	1	0	0	4	0	Shoch, ss.	1	3	3	5	0
Denny, ss.	0	0	3	2	0	Kinslow, c.	1	1	3	0	0
Hemming, p.	0	2	0	3	0	Sharrott, p.	0	0	0	1	0
Total	3	8	24	14	1	Total	8	12	27	12	5

Louisville.......2 0 0 0 0 0 0 1 0—3
Brooklyn.......0 3 1 2 0 0 0 2 ..—8

Earned runs—Louisville, 1; Brooklyn, 3. First base on errors—Louisville, 3; Brooklyn, 1. Left on bases—Louisville, 13; Brooklyn, 10. First base on balls—Off Hemming, 7; off Sharrott, 5. Struck out—By Hemming, 2; by Sharrott, 3. Three-base hits—Daly, Foutz. Two-base hits—Shoch, Hemming. Sacrifice hits—Brown, Denny, Foutz, Hatfield, Burns, (2.) Stolen bases—Brown, Twitchell, Daly, (2,) Foutz, Kinslow. Wild pitches—Hemming, 1. Umpire—Mr. Lynch. Attendance, 1,600. Weather pleasant.

Other League Games.

AT BOSTON—FIRST GAME.

Chicago.......1 0 2 1 0 0 2 0 0—6
Boston.......3 0 0 0 0 0 0 1 1—5

Base hits—Chicago, 11; Boston, 11. Errors—Chicago, 1; Boston, 1. Batteries—Clausen and Kittridge; Quarles and Merritt. Umpire—Mr. J. H. Manning.

SECOND GAME.

Chicago.......0 0 0 0 1 1 0 0 0—2
Boston.......0 0 0 0 0 2 1 0 ..—3

Base hits—Chicago, 7; Boston, 6. Errors—Boston, 1. Batteries—Hutchinson and Kittredge; Gastright and Merritt. Umpire—Mr. J. H. Manning.

AT BALTIMORE.

Cleveland.......0 2 3 2 0 2 1 2 ..—12
Baltimore.......1 2 0 2 0 0 0 0 2—7

Base hits—Cleveland, 10; Baltimore, 9. Errors, Cleveland, 4; Baltimore, 10. Batteries—Young and O'Connor; McMahon and Robinson. Umpire—Mr. Hurst.

AT PHILADELPHIA.

Pittsburg.......1 0 0 1 0 3 1 1 ..—7
Philadelphia.......0 0 0 0 0 0 0 0 3—3

Base hits—Pittsburg, 7; Philadelphia, 8. Errors—Pittsburg, 3; Philadelphia, 8. Batteries—Killen and Earle; Wehing and Cross. Umpire—Mr. Emslie.

AT WASHINGTON.

Cincinnati.......1 0 0 3 1 0 0 1 ..—6
Washington.......0 0 0 2 0 0 3 0 0—5

Base hits—Cincinnati, 8; Washington, 10. Errors—Cincinnati, 1; Washington, 5; Batteries—Parrott and Murphy; Meekin and McGuire. Umpire—Mr. McQuaid.

Standing of the Clubs.

	Won.	Lost.	Per Cent.		Won.	Lost.	Per Cent.
Boston	73	32	.695	Cincinnati	50	53	.485
Pittsburg	62	43	.590	Baltimore	48	57	.457
Philadel'a	60	44	.577	St. Louis	47	58	.448
Cleveland	56	46	.549	Chicago	43	62	.410
New-York	54	49	.524	Louisville	40	60	.400
Brooklyn	53	51	.510	Wash'g'n	37	68	.352

THE RACES AT SHEEPSHEAD BAY.

Small Fields for the Speculators—Queenlike II. Wins the Belles' Stakes.

The fact that two stake races were to be decided at Sheepshead Bay did not prove attraction enough to draw more than a small crowd to Sheepshead Bay yesterday. There were not more than 2,000 people present, but those who missed seeing the stakes decided did not miss much. The Flight Stakes, for which Galilee, G. W. Johnson, Sir Matthew, Steve Estes, Lady Violet, and Dr. Hasbrouck were originally named to start, was reduced by scratches until Dr. Hasbrouck was the only one left in the race. Derfargilla was added, but throughout the seven-furlong journey there was no semblance to a horse race, for Dr. Hasbrouck was galloping along, fighting for his head, while Sims was uselessly exerting all of his skill to get Derfargilla up to the Doctor. Dr. Hasbrouck won by half a length, with Sims braced against the stirrups.

The other stake, the Belles', for two-year-old fillies, proved a rather tame affair. Stonenellie was made the favorite, and scarcely any of the others, with the exception of Manon, had any following. The latter was played strongly by the Saratoga contingent, but the winner turned up in Queenlike II. Florence and Lady Rosemary led throughout most of the journey, but in turning into the stretch it looked as if Stonenellie, who had taken the lead at this point, would win easily. A sixteenth from the wire Bryant urged Queenlike II. and she responded gamely, passing the tired favorite and winning from her by a length and a half.

The second race for maidens, two and three years old, gave Frog Dance a chance to get out of the maiden class. He won with ease from his field, "Billy" Lakeland's Sam Bryant coming with a burst of speed and finishing second, two lengths in front of Black Hawk.

Details of the racing and betting:

FIRST RACE.—Seven furlongs. Time—1:32.

Stonenell, 105½ pounds, (Lambley,) won by a head; Leantaka, 107, (Sims,) second by two lengths; Sir Matthew, 104, (Midgely,) third.

Betting.—Against Stonenell, 1 to 10 and out; Loantaka, 6 to 1 and 2 to 5; Sir Matthew, 25 to 1.

Mutuals paid on Stonenell $5.10 place; on Loantaka for place, $5.30. Straight mutuals were declared off.

SECOND RACE.—Five furlongs. Time—1:02.

Frog Dance, 109 pounds, (A. Clayton,) won by four lengths; Sam Bryant, 110, (Hamilton,) second by two lengths; Black Hawk, 100, (Penn,) third. Will Elliott, 110; Flying Fish, 97; Plebeian, 110; Long Dock, 110; Cunarder, 101; Marie, 97; Red and Blue filly, 95; Belle Swift, 100, and Prosper, Jr., 100, also ran and finished in the order named.

Betting.—Against Frog Dance, 3 to 5, 3 to 5, and 1 to 3; Sam Bryant, 6 to 1, 2 to 1, and even money; Black Hawk, 5 to 1, 2 to 1, and even money; Will Elliott, 10 to 1; Flying Fish, 20 to 1; Plebeian, 12 to 1; Long Dock, 15 to 1; Cunarder, 15 to 1; Marie, 6 to 1; Red and Blue filly, 15 to 1; Belle Swift, 4 to 1; Prosper, Jr., 40 to 1.

Mutuals paid on Frog Dance, $16.15 straight; for place, $9.15; on Sam Bryant for place, $12.10.

THIRD RACE.—The Belles Stakes; for fillies two years old. Futurity course. Time—1:12 3-5.

Byron McClelland's b.f., Queenlike II., 115 pounds, by Kingilke-Paupoona, (Bryant,) won by a length and a half; Stonenellie, 107, (Lambley,) second, by half a length; Florence, 100, (Midgely,) third. Melody, 115; Glance, 110; Baroness, 107; Lady Rosemary, 115; Manon, 100; and Golden Valley, 100, also ran and finished as named.

Betting.—Against Queenlike II, 12 to 1, 5 to 1, and 5 to 2; Stonenellie, 7 to 5, 3 to 5, and 1 to 4; Florence, 10 to 1, 4 to 1, and 2 to 1; Melody, 12 to 1; Glance, 7 to 1; Baroness, 15 to 1; Lady Rosemary, 10 to 1; Manon, 5 to 2; Golden Valley, 60 to 1.

Mutuals paid on Queenlike II., $30.85 straight; for place, $40.60; on Stonenellie for place, $9.15.

FOURTH RACE.—The Flight Stakes; for two-year-olds and upward. Seven furlongs. Time—1:29 3-5.

W. M. Barrick's ch. h. Dr. Hasbrouck, 5 years, by Sir Modred-Sweetbriar, (R. Harris,) won by half a length; Derfargilla, 107, (Sims,) second.

Betting.—Against Dr. Hasbrouck, 1 to 10; Derfargilla, 8 to 1.

Mutuals paid on Dr. Hasbrouck $5.10 straight.

FIFTH RACE.—Futurity course. Time—1:12.

Evanatus, 97 pounds, (A. Clayton,) won by a length and a half; Walcott, 108, (Doggett,) second by two lengths; Bolero, 97, (J. Lambley,) third. Panway, 94, also ran.

Betting.—Against Evanatus, 9 to 10 and 1 to 5; Walcott, 9 to 5 and 2 to 5; Bolero, 11 to 5; Panway, 15 to 1.

Mutuals paid on Evanatus, $11.05 straight; for place, $5.75; on Walcott for place, $6.70.

SIXTH RACE.—One mile and a quarter, on turf. Time—2:09 4-5.

Versatile, 108 pounds, (Lambley,) won by two lengths; Gloaming, 128, (Littlefield,) second by a neck; Long Beach, 116½, (Taral,) third. Kildeer, 125, also ran.

Betting.—Against Versatile, 7 to 2 and 4 to 5; Gloaming, even money and 1 to 3; Long Beach, 4 to 1; Kildeer, 10 to 1.

Mutuals paid on Versatile, $15 straight; for place, $8.25; on Gloaming for place, $6.

The Card for To-day.

FIRST RACE.—Futurity course. Sir Knight, Domino, Longshanks, Patriclan, Pop Grey, and Trinculo, 118 pounds each; Harrington, 115; Hartford and Governor Sheehan, 111 each; Golden Valley, 108.

SECOND RACE.—One mile and three-sixteenths. Reaper Stakes. Sir Walter, 113 pounds; Prince George and Sir Francis, 122 each; St. Leonards, 117; Orchis, 107; Lady Bess, 97.

THIRD RACE.—Five and a half furlongs. Sapphire Stakes. Armitage, 128 pounds; Economist, 121; Factotum, Ben Lomond, and Longdale, 118 each; Nahma and Fatality, 115 each; Illusion, Tenacious, and Rams, 111 each; Orinda, 108.

FOURTH RACE.—One and a quarter miles. Twin City Handicap. Mars, Wildwood, and Diablo, 112 pounds each; Galindo, 110; Sir Walter, 108; Ramapo, 105; Terrifier, 104; Daily America, 102; Candelabra, 100; Kilkenny, 97.

FIFTH RACE.—Futurity course. Match race for $10,000 a side. Domino (Taral) and Dobbins, (Sims,) 118 pounds each.

SIXTH RACE.—Futurity course. Tom Harding, 114 pounds; Addie, 107; Hammie, 105; Lorimor and Arab, 101 each; Sir Arthur, 94; Shadow, 92; Hiram, 87.

SEVENTH RACE.—Seven furlongs. On the turf. Gloaming, 128 pounds; Addie, Equity, and Soundmere, 120 each; Sarah Ramey, 115; Integrity, 105; Centella and Ada Blue, 100 each.

Results at Clifton.

FIRST RACE.—Six and a half furlongs. Merry Duke, 100 pounds (Burrell,) 20 to 1, won; Vagabond, 92, (Brooks,) 10 to 1, second; Mary S., 86, (Griffin,) 3 to 5, third. Double Cross and Control also ran. Time—1:23.

SECOND RACE.—Five furlongs. Runaway, 108 pounds, (Burrell,) 7 to 2, won; Queen Bess, 107, (Clerico,) 7 to 1, and King Joseph, 108, (J. Reagan,) 30 to 1, ran a dead heat for second place. Romeo, Fiction, Salvia, Elberon, Hindoomere, and Mabel A. also ran. Time—1:03.

THIRD RACE.—Four and a half furlongs. Skadi, 102 pounds, (Griffin,) 2 to 5, won; Tube Rose, 102, (Brazier,) 5 to 1, second; Strap, 102, (Burrell,) 8 to 1, third. Tobasco, Upstart, Queen of Hearts filly, and Hi Ban Lady also ran. Time—0:57.

FOURTH RACE.—Five furlongs. Rico, 94 pounds, (Griffin,) 2 to 1, won; Gray Eagle, 115, (Stuckey,) 3 to 1, second; Clement, 99, (Donohue,) 5 to 1, third. Luray, Captain Wagner, Skedaddle, and Honest Tom also ran. Time—1:03.

FIFTH RACE.—One mile and seven-eighths. King Leo, 89 pounds, (Brooks,) 4 to 5, won; Brooklyn, 91, (Griffin,) even, second. Time—3:23¼.

SIXTH RACE.—Seven furlongs. Experience, 110 pounds, (Stuckey,) 8 to 5, won; Blizzard, 110, (E. Tribe,) 6 to 1, second; Balbriggan, 107½, (F. Doane,) 5 to 2, third. Lou Rhett, Fernwood, Canvass, and Foxford also ran. Time—1:30¾.

DOMINO AND DOBBINS.

A Match Between the Great Colts for $10,000 a Side To-Day.

While the races were being run at Sheepshead Bay yesterday afternoon the members of the Executive Committee were busy trying to bring about an arrangement for a match race between Domino, the winner of the Futurity, and Dobbins, who finished third in the big race. Mr. Croker, the owner of Dobbins, was anxious to match his colt, but Mr. Keene was of the opinion that the question of supremacy had been definitely settled when his unbeaten colt stood a terrific drive and landed the rich stakes from Galilee and Dobbins. The proposition for a match had been made by M. F. Dwyer after the Futurity was run, who wanted to make the race a sweepstakes of $25,000 each.

When the offer was made again to Mr. Keene yesterday afternoon he consulted with his trainer, William Lakeland, and the latter advised him to agree to the match, the stakes to be $50,000 a side, and the race to take place to-day if the weather and track were favorable. Mr. Keene decided to make the match, and when the agreement was made known to the officers of the association a meeting was held and the conditions were made. The colts will meet to-day if the track is in good condition and the weather good. The distance will be the same as in the Futurity, (about 170 yards short of three-quarters of a mile,) each colt to carry 118 pounds. The race will be for $10,000 a side, and the association will add $2,500. Taral will have the mount on Domino and Sims will pilot Dobbins.

Domino and Dobbins are a pair of the greatest two-year-olds ever produced, and although the son of Himyar and Mannie Grey has beaten Dobbins every time they met, there are a few shrewd horsemen, including M. F. Dwyer, who will post the ten-thousand-dollar stake for Dobbins that the latter is the better colt of the two.

Among the Wheelmen.

—The Metropolis Wheelmen had a picnic run to Bayside, L. I., last Sunday, which was a very pleasant affair. The wheel men and women of the club rode the entire distance, and were met there by a large number of their friends, who had gone down by train. All had a pleasant day.

—Peteler's Grove-by-the-Sea at New-Dorp, S. I., has been selected as the objective point of the picnic run of the Metropolitan Association of Cycling Clubs on Sept. 10. In case of rain on that day the run will be postponed until the next Sunday, Sept. 17.

—A pleasant run was had on Sunday by the Murray Hill Wheelmen to Greenwich, Conn. It is their favorite run, a row, swim, and dinner being also objects in view. On the home trip there were several spurts and good time was made.

—The team race of the Elizabeth Athletic Cyclers which was to be held on Sept. 9, has been postponed that it might not conflict with that of the Associated Cycling Clubs of New-Jersey, which has been scheduled for the same date.

—Theodore F. Merseles, Jr., of the Hudson County Wheelmen has been appointed Secretary Treasurer of the New-Jersey Division of the League of American Wheelmen to fill the unexpired term of George C. Pennell resigned.

—Emil Ulbrecht, who won the two-hundred-dollar time medal in the Waukesha (Wis.) road race, is making public the fact that the medal he received was worth only about $25.

—The Murray Hill Wheelmen will be well represented in the race of the New-York County Wheelmen, which is open only to wheelmen of the Twenty-first Ward.

—Harry Wheeler, the National Cycling Association's star rider, will go abroad after the close of the season and spend the Winter in Southern France.

—A Milwaukee carriage manufacturer claims to be selling twenty-five bicycles a day, and expects to dispose of 5,000 next season.

—Crooks and Waller are each to try to lower the twenty-five-mile record made by the latter at Detroit.

—Lunniman and Waller are both after the twenty-four-hour record.

Schofield Pays Duty on His Bicycles.

J. W. Schofield, the champion English bicycle rider, has had some trouble with our customs authorities. He arrived here on Saturday last on the New-York, and brought over two wheels to race with in the cash-prize league. At the pier the Custom House officer seized the machines and told the rider that he would have to pay a duty on them. Schofield expostulated, but he had to pay $24.75 yesterday before the wheels were turned over to him.

Schofield has been practicing every day at Manhattan Field, and is in fairly good condition. He will go over to Philadelphia to-day and finish his training on the Tioga track. On Monday he will meet Wheeler, Berlo, Rich, Kluge, and other fast riders in the National Association cycling races at Manhattan Field.

Amateur Anglers Disconsolate.

Amateur anglers are disconsolate, for fishing is utterly barren of result. Never was this contemplative sport so poor as it has been this season in both the upper and lower bays, and the presumptive reasons are almost as many as the fish that are caught. But the cup of misery must needs be full and two rattling storms in quick succession have driven the few loitering fish out of the bay, and it may be a week before they return.

From Barnegat and Great South Bay, and even from Buzzard's Bay, that paradise of fishermen, come despairing announcements. The fish are probably now resting in the undisturbed quietude of the deep ocean, and with the subsidence of the commotion overhead will return to their feeding grounds, to cheer once more the fisherman's heart.

Fish at Fulton Market continue high, weakfish, flukes, and sea bass having advanced 100 per cent. within the past week, and other fish to a lesser extent.

The Turf.

CONEY ISLAND JOCKEY CLUB.
AUTUMN MEETING, 1893.
TO-DAY, AUG. 31.
THE REAPERS and SAPPHIRE STAKES
and THE TWIN CITY HANDICAP.
To-morrow THE GOLDEN ROD STAKES.
Trains from East 34th St. Ferry and boats from foot of Whitehall St. every half hour.
BADGES sold at railroad offices and at track.

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EVERY WEEK DAY AT 2:30 P. M.
Grand stand, $1. Ladies, 50c.
Special trains leave foot of Chambers St., New-York, at 12:30, 1:15, and 1:45 P. M., and foot West 23d St. at 12:25, 1:10, and 1:40 P. M.
C. V. SASS, Sec'y. G. H. ENGEMAN, Pres't.

The Turf.

SATURDAY.
Don't miss Sept. 2
of
America's Greatest Trotting Meeting.
The richest programme ever offered.
Four grand events, in which the Kings and Queens of the American turf will meet.
Fleetwood Park. Take Harlem trains to Melrose.

Legal Notices.

SUPREME COURT OF THE STATE OF NEW-York.—Trial desired in the City and County of New-York.—GEORGE G. WILLIAMS and JOHN S. KENNEDY, executors of the last will and testament of Mary Stuart, deceased, plaintiffs, against JAMES M. WILSON, individually and as executor of Mary Wilson, deceased; Christine Ferguson Wallace, John Ferguson, Mary Ferguson, Mary D. Dunlap, Jeannie D. Bodine, Christine Doig, Janet McC. Benedict, Mary Augusta Kingsbury, Anne Donaldson Tuttle, William G. Donaldson, Margaret Isabel Donaldson, Robert Stuart Donaldson, James Thaddeus Donaldson, Ethel Alexander Donaldson, Dorothy Donaldson, Douglas Donaldson, Arthur McClellan Donaldson, Benjamin Franklin Donaldson, Albert N. Donaldson, Helen Estelle Donaldson, George Washington Donaldson, Daniel Paul Donaldson, Laura May Donaldson, Philo D. Ferguson, J. Donald Ferguson, Millie A. Ferguson, Margaret E. Ferguson, Rosa Murray, John Hall, Emily Hall, Sarah A. Stratton, James McCosh, Isabella McCosh, Emily Hall Wheelock, Jane R. Torrey, Eliza S. Torrey, Margaret A. Torrey, Herbert Gray Torrey, Maggie Magie, Mary Jane Maitland, Andrew McCosh, George G. Williams, Fifth Avenue Presbyterian Church, St. Andrew's Society of the State of New-York, University of the City of New-York, Cooper Union, Board of Home Missions of the Presbyterian Church in the United States of America, the American Society for the Prevention of Cruelty to Animals, the New-York Society for the Suppression of Vice, the New-York Ophthalmic Hospital, the Western Dispensary of the City of New-York, New-York Homeopathic Medical College and Hospital, Trustees of the Northern Dispensary of the City of New-York, the Northwestern Dispensary in the City of New-York, Wilson Industrial School for Girls, the Ladies' Depository in the City of New-York, the New-York Female Auxiliary Bible Society, New-York Cancer Hospital, the American Bible Society, the Board of Foreign Missions of the Presbyterian Church in the United States of America, the Presbyterian Hospital in the City of New-York, Trustees of the Lenox Library, the Board of the Church Erection Fund of the Presbyterian Church in the United States of America, the Trustees of the Presbytery of New-York, the New-York Bible Society, the American Tract Society, the New-York City Mission and Tract Society, the Young Men's Christian Association of New-York City, the Presbyterian Home for Aged Women in the City of New-York, the Association for the relief of Respectable Aged Indigent Females, the Home for Incurables, Colored Orphan Asylum and Association for the Benefit of Colored Children in the City of New-York, the Colored Home and Hospital of the City of New-York, the Children's Aid Society in the City of New-York, the New-York Juvenile Asylum, Society for the Relief of Half Orphans and Destitute Children in the City of New-York, the Society for the Relief of Poor Widows with Small Children, the Society for the Relief of Destitute Children of Seamen, the New-York Eye and Ear Infirmary, the New-York Society for the Prevention of Cruelty to Children, the Manhattan Eye and Ear Hospital, the New-York Society for the Relief of the Ruptured and Crippled, the Woman's Hospital in the State of New-York, Orphan Asylum Society in the City of New-York, the Hahnemann Hospital of the City of New-York, the Trustees of the Theological Seminary of the Presbyterian Church located at Princeton, Presbyterian Board of Relief for Disabled Ministers and the Widows and Orphans of Deceased Ministers, the Trustees of the Presbyterian Board of Publication and Sabbath School Work, the Board of Education of the Presbyterian Church in the United States of America, the Board of Missions for Freedmen of the Presbyterian Church in the United States of America, the Trustees of the College of New-Jersey, and the American Sunday School Union, defendants.—Summons.

To the above-named defendants: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiffs' attorneys, within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated August 1, 1893.

DE FOREST BROTHERS,
Plaintiffs' Attorneys,
Office and Post Office address, No. 62 William Street, New-York City.

To Mary D. Dunlap, Christine Doig, Janet McC. Benedict, Mary Augusta Kingsbury, Anne Donaldson Tuttle, Margaret Isabel Donaldson, Robert Stuart Donaldson, James Thaddeus Donaldson, Ethel Alexander Donaldson, Dorothy Donaldson, Douglas Donaldson, Benjamin Franklin Donaldson, Arthur McClellan Donaldson, Albert Nevius Donaldson, Helen Estelle Donaldson, George Washington Donaldson, Daniel Paul Donaldson, Laura May Donaldson, Philo D. Ferguson, J. Donald Ferguson, Millie A. Ferguson, Margaret E. Ferguson, James McCosh, Isabella McCosh, the Trustees of the Theological Seminary of the Presbyterian Church located at Princeton, Presbyterian Board of Relief for Disabled Ministers and the Widows and Orphans of Deceased Ministers, the Trustees of the Presbyterian Board of Publication and Sabbath School Work, the Board of Education of the Presbyterian Church in the United States of America, the Board of Missions for Freedmen of the Presbyterian Church in the United States of America, the Trustees of the College of New-Jersey, the American Sunday School Union:

The foregoing summons is served upon you by publication, pursuant to an order of Honorable Morgan J. O'Brien, one of the Justices of the Supreme Court of the State of New-York, dated the eleventh day of August, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York, at the Court House in said City of New-York, on the eleventh day of August, 1893.—Dated New-York, August 11, 1893.

DE FOREST BROTHERS,
Plaintiffs' Attorneys,
62 William Street, New-York City, N. Y.
au17-law6wTh

SUPREME COURT OF THE STATE OF NEW-York, City and County of New-York.—MUTUAL RESERVE FUND LIFE ASSOCIATION, Plaintiff, against ANNA McDONALD, Benita A. Laviada, Jose Antonio Laviada, Josephine S. Topping, Louis Hanneman, as substituted assignee of Antonio Laviada; Josiah O. Ward, Wilbur Huntington, Juaquin A. Medina, Frederick B. Fiske and Thomas B. Fiske, Frederick B. Ross, George S. Plimpton, Otto Schwartz, George C. Campbell, Caroline F. Moore and Mary J. Chapman as executrices and Frank L. Moore as executor of the last will and testament of Sarah S. Chapman, deceased; Anna M. Culbert, and the People of the State of New-York, Defendants.—Amended Summons.—To the above-named defendants and each of them: You are hereby summoned to answer the amended complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated N. Y., August 26th, 1893.

F. A. BURNHAM, Plaintiff's Attorney.
Post Office address and office, No. 38 Park Row, New-York City, N. Y.

To the defendants Benita A. Laviada and José Antonio Laviada: The foregoing summons is served upon you by publication, pursuant to an order of the Honorable Charles H. Van Brunt, one of the Justices of the Supreme Court of the State of New-York in and for the City and County of New-York, dated the 29th day of August, 1893, and filed with the complaint in the office of the Clerk of the said court at his office at the Court House in the City and County of New-York.—Dated New-York, August 29th, 1893.

F. A. BURNHAM, Plaintiff's Attorney.
au30-law6wW

SUPREME COURT, CITY AND COUNTY OF New-York.—ANDREW J. ROGERS, plaintiff, against WILLIAM A. PATTERSON and Elizabeth Patterson, his wife; David Bonner and Catherine Bonner, his wife; Edmund R. Dodge, Nancy Barnett, Martha Haines and Edwin Haines, her husband; Mary Hettrick, Sarah Hettrick, Laura Hettrick, and Margaret Blauvelt, defendants.—Summons.

To the above-named defendants and to each of them: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated May 18th, 1893.

THOS. McADAM,
Plaintiff's Attorney.
Office and Post Office address, No. 100 Broadway, New-York City.

To the defendants, William A. Patterson, Elizabeth Patterson, David Bonner, Catherine Bonner, and Nancy Barnett, and to each of them: The foregoing summons is served on you by publication pursuant to an order of Hon. Morgan J. O'Brien, Justice of the Supreme Court of the State of New-York, dated the second day of August, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York at the County Court House in said city.

CORNELIUS DOREMUS,
Duly substituted for Thomas McAdam as Plaintiff's Attorney.
Office and Post Office address, No. 120 Broadway, New-York City.
Dated August 2nd, 1893. au3-law6wTh

NEW YORK SUPREME COURT, CITY AND County of New-York.—THE MERCHANTS' NATIONAL BANK of the City of New-York, Plaintiff, against THE BANK OF NEW-HANOVER, Defendant.—Summons.—To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, June 27th, 1893.

BURRILL, ZABRISKIE & BURRILL,
Attorneys for Plaintiff,
Office and Post Office address, No. 21 Broad Street, New-York City.

To the above-named defendant, The Bank of New-Hanover: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Morgan J. O'Brien, a Justice of the Supreme Court of the State of New-York, dated the 26th day of July, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York, at the County Court House in the City, County, and State of New-York.—Dated New-York, July 28th, 1893.

BURRILL, ZABRISKIE & BURRILL,
Attorneys for Plaintiff,
Office and P. O. address, No. 21 Broad Street, New-York City. jy27law6wTh

THE PEOPLE OF THE STATE OF NEW-York.—To all persons interested in the estate of JOSEPH R. BLACK send greeting: You and each of you are hereby cited and required personally to be and appear in the Special Term of the Court of Common Pleas held at the Chambers thereof, in the County Court House, in the City of New-York, on the 14th day of September, 1893, at 10½ o'clock A. M., there and then to show cause why a final settlement of the accounts of William B. Pope, assignee of above-named Joseph R. Black, insolvent debtor, should not be had, and if no cause be shown, then to attend the final settlement of the assignee's accounts.

In testimony whereof, I have hereunto caused the seal of the said Court of Common Pleas to be hereto affixed. Witness, Hon. Henry W. Bookstaver, one of the Judges of the said Court of Common Pleas, this 25 day of July, 1893.

[SEAL.]

ALFRED WAGSTAFF, Clerk.
JAMES FORREST, Att'y for Assignee, 239 Greenwich Street, New-York City. au3-law6wTh

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AMUSEMENTS THIS EVENING.

ACADEMY OF MUSIC, 14th St-Irving Place—8:00—Black Crook.
AMERICAN THEATRE, 42d, 41st St-8th Av—8:00—The Prodigal Daughter—Roof Garden.
BROADWAY, Broadway-41st St—8:00—Panjandrum.
CASINO ROOF GARDEN, Broadway-39th St—8:00—Vaudeville.
DALY'S, Broadway-30th St—8:30—L'Enfant Prodigue.
EDEN MUSEE, 23d St-6th Av—Day and evening—Vaudeville—Waxworks.
ELDORADO, Palisades, opposite 42d St—4:00 and 8:30—Vaudeville.
EMPIRE, Broadway-40th St—8:15—Liberty Hall.
FOURTEENTH STREET, 14th St-6th Av—8:00—Glen-da-Lough.
GARDEN, Madison Av-27th St—8:30—Vaudeville.
GRAND OPERA, 23d St-8th Av—8:00—The Silver King.
HARRIGAN'S, 35th St-6th Av—8:00—Dan's Tribulations.
IMPERIAL MUSIC HALL, Broadway-29th St—8:00—Vaudeville, Matinée.
KOSTER & BIAL'S, 34th St-Broadway—8:00—Vaudeville.
LYCEUM, 4th Av-23d St—8:15—Captain Lettarblair.
MADISON SQUARE, 24th St-Broadway—8:30—The New South.
MADISON SQUARE ROOF GARDEN AND TOWER, Madison Av-26th St—8:00—Vaudeville.
MANHATTAN BEACH, Coney Island—Afternoon and evening—Concert—Fireworks.
NATIONAL ACADEMY OF DESIGN, 23d St-4th Av—9:00 A. M. to 6:00 P. M.—Art Exhibition.
PALMER'S, Broadway-30th St—8:15—1492.
POLO GROUNDS, 8th Av-157th St—4:00—Baseball—St. Louis vs. New-York.
STAR, Broadway-13th St—8:15—Vaudeville.

TEN PAGES.

NEW-YORK, THURSDAY, AUG. 31, 1893.

The Weather Bureau report indicates for to-day, in this city, westerly winds and fair weather.

Senator SHERMAN'S speech yesterday was not quite up to the level that we had hoped that he would assume. It is a matter of no particular importance what Mr. SHERMAN'S motives were for supporting the act of 1890, but when he keeps on repeating over and again that it was the only alternative to free coinage he justifies the inference that President HARRISON would not have vetoed a free-coinage act, for if he would have done so there was no danger of free coinage and no need of the act of 1890 to prevent it. There are a good many points equally obscure, or equally misunderstood, in Mr. SHERMAN'S argument. We have no desire to discuss them. The country has no desire to have them discussed by us or by Mr. SHERMAN. It wishes the Wilson act passed by the Senate, and the sooner the better.

The talk of sending the Voorhees repeal bill to the House and getting concurrence in it in order to save time is irrelevant. The best way to save time is for the Senate to pass the Wilson bill. It is much the better bill, covers the whole ground, and has the merit of being pure, practical legislation, undiluted by any stump speech.

"In a second term Mr. BOODY could redeem the mistakes of the first," says the Brooklyn *Eagle*, at the conclusion of some editorial considerations of Mr. EDWARD M. SHEPARD'S article in the September *Forum* on "The Brooklyn Idea in City Government." But, according to Mr. SHEPARD, Mr. BOODY has incurred "a more nearly universal and contemptuous distrust of his political ability and character than has overtaken any Mayor of Brooklyn within the present generation." Contemptuous distrust of his character and of his ability on the part of the community to which Mr. BOODY would appeal as a candidate would constitute, we should say, a somewhat heavier burden than he could successfully stagger under. The *Eagle*, to be sure, takes what it calls a considerate, charitable, and philosophic view of Mr. BOODY'S failings, but it admits "his absolute pliability to the machine." Either as a matter of argument or as a piece of practical politics the plan of a second term for Mayor BOODY is beset with mountainous difficulties. Mr. SHEPARD'S proposition is sounder and safer. Nominate the Boss himself, or one of his responsible and genuine lieutenants, or else ring the alarm bell, set up the standard of revolt, and smash the machine.

When one reads that a mob has assembled in front of the Columbus Monument on the lake front in Chicago he naturally assumes that it has gathered to demolish that disgraceful and ridiculous structure, and is inclined to congratulate Chicago on this proof of popular intelligence and discernment. It is painful to have this hope dashed by the discovery that the mob did not assemble for this purpose. COLUMBUS is intact in all his grotesque absurdity. What the mob did assemble for is not very clear, though presumably it was out of employment, at least of other employment. It proved, however, to be a mob as easy to disperse as to assemble, for it did not stand to await the onset of the police, but scattered with as much alacrity as if it had been composed of exiles from Russia who were peddling or declining to pay their rent on the east side of New-York. Such "demonstrations" demonstrate that there is nothing real about them, not even the reality of distress.

HIS JUDGMENT VINDICATED.

We think that Mr. CLEVELAND may fairly find a good deal of reasonable satisfaction in the evidence afforded by the action of the House that his judgment of what the sentiment of the country would be and how and when it would act was, on the whole, sound. He has proceeded in his usual careful and conscientious way, trying to make sure that he was as nearly right as possible, and then acting with promptness, decision, and firmness. When he took office on the 4th of March there were numbers of zealous and sincere friends of tariff reform who urged him to call Congress together immediately to take up the revision of the tariff. He had determined not to do so, on the ground that it would be better that the excitement attending the change of Administration should be allowed to dissipate itself, and perhaps not without a feeling that if Congress were assembled at that time the majority members might give more attention to office brokerage than to the tariff. Had the civil service been on a sound and rational basis had he felt free to make no changes in the offices not directly required by the good of the service, and had the members of Congress respected the right of the people to the pursuit of this policy, the case might have been different. As it was, it is plain now that the delay was in the highest degree judicious, and though the conditions were not then known which would have made an immediate session dangerous, the reasons for postponement were sound, and would have justified postponement had there been no business disturbance.

Later, when the gold reserve was trenched upon, when distrust abroad was spreading to our own people, and when the great money centres, especially New-York, were preparing with all possible energy and with some anxiety for the strain which was visibly and constantly becoming greater, there was a feeling that Congress should be called together as early as its members could reach Washington in order to remove what was known in these centres to be the immediate cause of the distrust. Again the President waited, and when he issued his call placed the date of meeting several weeks distant. But he was right, and though he may not have fully foreseen the course of events which was to justify him in the minds of all his critics, yet it was another evidence of the general soundness of that mode of reasoning which inclines him to do great things deliberately. The French have a saying that time respects only what time has helped to be, and Mr. CLEVELAND has an instinctive appreciation of the principle expressed in this saying. Had Congress been brought to Washington by the first or even the middle of July, it is more than likely that it would have done no more by the present time than it has now done, while the concentration of public sentiment would have been less vigorous and direct. It was not merely the financial centres that had to be convinced in order to move Congress; it was not even the men engaged in the larger affairs of commerce only; it was the general mass of the people, the smaller tradesmen and dealers, the smaller manufacturers, the farmers, and the wage earners, and that these might be reached and aroused time was necessary.

Now the work, so far as the House is concerned, is not only done, but done so thoroughly, and with such a demonstration of the popular sentiment, that the Senate will not dare to refuse to complete it. Nor this alone. The sentiment of the country has been so informed and awakened that the action of the House has not merely repealed the purchase clause of the act of 1890, but has entirely swept away every form of compromise that the opponents of the repeal could offer. Congress in July might have accepted, and probably would have accepted, some form of compromise that would have left the poisonous germ in existence, sure to develop and cause mischief in the future. There is nothing of this sort now to be feared. The Senate may dawdle a little, and the fanatics and demagogues may make a show of "fighting to the end," but the end is near, and it will be a much more complete and satisfactory end than we should have reached but for the wise and conscientious action of the President.

PROTECTING THE WIRES.

A correspondent who heartily indorses THE TIMES'S suggestion that it is the duty of the Western Union Telegraph Company to put its lines between New-York and Washington and New-York and Chicago beyond the danger of breakage and interruption of service from storms makes the point that any plan for the burial of the wires would be open to serious objections besides those based on expense. We are well aware of the existence and the nature of these objections. When THE TIMES first urged, as a practical necessity, the burial of the telegraph and telephone wires in this city, about three dozen of the ablest and most experienced electricians in the country put their names to a circular affirming that, on account of the danger of induction and other misbehaviors of the electric current, the burial of the wires that festooned our streets and houses was impracticable, impossible, and not for a moment to be thought of. That was ten years ago. The wires are now buried and working successfully.

The Western Union's wires to Washington and Chicago might with equal facility and at a small fraction of the same expense be buried or boxed out of reach of hurricanes and ice storms. Our correspondent observes, however, that by the use of a more substantial pole system the havoc wrought by storms might be very much reduced. It is well known that the long-distance telephone lines are in this respect vastly superior to the Western Union's equipment. The telephone lines continue in uninterrupted operation after storms that disable the Western Union's system. The telephone company, moreover, maintains an organization which enables it to repair with great promptness any accidental break.

The telegraph system of the country is so important a part of the complex vital machinery of the Nation that it should not be exposed to easily-preventable damage and destruction.

THE TROTTING MEETING.

It is some years since New-York has had an opportunity to witness such an exhibition of first-class trotting as may now be seen on the old course at Fleetwood. In fact, it is a good many years since New-York ceased to be one of the trotting centres of the country. There are a good many reasons for this. A chief one is that running races, being more picturesque and to the ordinary looker-on more attractive than trotting races, have become both more fashionable and more popular. A great event at any of the racing tracks will draw more spectators than would a match between *Nancy Hanks* and *Sunol*. Then there is the fact that owners of trotters are worse accommodated in New-York with suitable places for exercising and speeding than in any other city in the country. This drawback will be removed as soon as the new speedway is completed, but it has for many years operated to deaden the interest that trotting would excite here, where there are as many men in proportion to the population who own fast horses and like to drive them fast as in any other American town.

The present meeting has been arranged on a generous scale, and is worthy of such trotting centres as Hartford and Cleveland. It is the first trotting meeting for a long time of which so much could be said. The purses are very liberal; indeed, so liberal as to induce the entries of the very best and most famous trotters, and so liberal that the givers of them can scarcely have hoped to be reimbursed by the attendance. It will very possibly depend upon the encouragement afforded by the attendance whether or not the experiment is repeated. Whoever takes any interest in the most American type of horse will do himself an injustice if he fails to see the present development of that type as it may be seen at Fleetwood, exemplified not only by the champion *Nancy Hanks*, but by a number of famous horses that are not very far behind her.

THE RAILROAD SITUATION.

While the effects of the financial stringency and the partial suspension of industries throughout the country have caused severe losses to the railroad corporations, there is much that is consoling and encouraging in a careful scrutiny of the latest reports of railway earnings and expenses. In the aggregate the figures bear strong testimony to the wonderful resources of this country.

Take for example the earnings of 138 roads for the month of July. That there should have been a very great shrinkage of both freight and passenger business was but natural, considering the extreme financial depression that prevailed during that month. Yet it will surprise a majority of our readers to learn that the aggregate gross earnings of 138 American railroads for last month was but a trifle more than 4 per cent. less than the aggregate earnings of the same number of roads in July of last year.

The railroad traffic of this country was in a fairly prosperous condition one year ago. There were a few drawbacks, to be sure—a strike here and there, and some losses from rate wars. But in almost every section of the country the demand for the transportation of freights was strenuous, and the earnings of many of the roads, particularly in the West, ran uncommonly high. The gross earnings of 138 roads in July, 1892, aggregated $42,955,981. The sum total of the gross earnings of 138 roads last month was $41,190,454, a falling off of $1,765,527. These interesting figures are the result of a compilation by the *Financial Chronicle*.

Under existing circumstances this statement cannot be other than reassuring. It emphasizes the substantial healthfulness of the railroad business of the United States. It is true that certain railroads have lost very heavily this Summer. Some of them are even now putting forth heroic efforts to bear up under their burdens. A few only have thus far been obliged to seek the protection of the courts in receiverships. Several roads have handsome surpluses to draw upon in this hour of need, and there are indications on every hand of a friendly spirit on the part of creditors toward railroad corporations. The President of one of the largest railroad systems in the West said only the other day: "It is true that we are losing a great deal of money, but we will pull through all right providing holders of our floating obligations do not become frightened and harass us." This particular railroad system has been losing, for several weeks, about one-quarter of its normal income, in consequence of the closing of silver mines and the dearth of currency to move the great grain and cotton crops.

The proportion of roads that have been obliged to report decreased earnings is not as large thus far as might have been supposed. Of the 138 railroads heretofore alluded to, 66 were able to report increased earnings for last month. Seventeen of the latter number showed an aggregate increase of $976,645 over the gross earnings of July, 1892. The roads that took the lead in this prosperous showing were the Illinois Central, the New-York Central, and the Great Northern. The Lake Shore Road has also steadily reported increased earnings. The World's Fair traffic has helped the Illinois Central and the Eastern trunk lines greatly.

By prompt and judicious economies, several of the railroad corporations have counteracted, in part, the unavoidable reduction in their earnings. In most instances the reports of weekly earnings sent in this month show a much larger decrease in gross earnings than in the net earnings. The reduction of operating expenses, without impairing the efficiency of the service, is a problem that just now commands the attention of the financial officers of nearly every railroad in this country. It is to be hoped that it may be solved without the exaction of too great a sacrifice from the wage earners.

That the people have confidence in the stability of American railroad properties is made manifest by the fact that since the present financial troubles began there has been a steady absorption in the stock market of first-class railroad securities for private investment. The stocks of well-managed roads have been eagerly bought in small lots by investors of moderate means, who took advantage of the panic prices to put away 10, 20, 50, and even 100 shares of dividend-paying securities. The fact is on record that within one week recently 11,000 shares of the stock of a Western railroad controlled by the VANDERBILTS were bought in small lots on the floor of the Stock Exchange and retired from the market.

ETHICS AND THE STAGE.

The resignation of one of the members of the Professional Woman's League has resulted in calling general and emphatic attention to that body and its aims. It seems to be agreed on all hands that this resignation was not a spontaneous expression of fatigue with the society in question, but was extorted under some vague species of menace and duress. It is also agreed that it was so extorted because the victim had become a co-respondent in a divorce suit.

It thus appears, and the appearance is confirmed by the statements of the officers of the society, that the Professional Woman's League is not wholly a trades union, but that it has high moral aims, one of which is to put its stigma upon actresses whose private lives fail to conform to its standards. This is a most interesting experiment, and every lover of the stage, as well as every lover of morals, must watch it with interest. The managers of the Professional Woman's League are entitled to a different kind of credit than attaches to the founders of a merely professional or merely social organization. They are not merely clubwomen, but reformers.

The managers ought not, however, to dissemble from themselves that there are difficulties in their way. They are associated not merely as respectable women, but as professional women. It is not enough for membership that the candidate shall never have caused the tongue of scandal or the hand of the process server to wag; she must also be an actress. If they institute inquiries into the moral character of applicants for membership, and undertake to purge the dramatic profession by means of blackballs, they will be holding up a "double standard" of eligibility which it may be difficult to enforce. To maintain the parity of professional competency and personal blamelessness so that no member may fear "envy's voice at virtue's pitch," either in her quality of actress or in her quality of exemplar of the domestic virtues, may be an arduous feat.

HOPEFUL MASSACHUSETTS DEMOCRATS.

The hopes of the Democrats of Massachusetts have been greatly raised by the assurance that Mr. JOHN E. RUSSELL will not refuse to be their candidate for Governor and by the report that Mr. JOSIAH QUINCY will again take the direction of their canvass as Chairman of their State Committee. If all this turns out to be true, it will afford much justification for their hopes. It will give assurance that the vigorous reform element will remain at the front, that the party will maintain its advanced position in the Old Bay State, and that the campaign of this year will be directed with intelligence and energy.

The vicissitudes of politics in Massachusetts are always of peculiar interest. In 1880, when the old issues had not wholly lost their force and the questions of reform and progress that have since agitated our politics were still in abeyance, the Republicans commanded a majority of more than 50,000 in the State. No one would have ventured to predict that in ten years the Democrats would elect the Governor. But in the Presidential election of 1884, for reasons that it is not necessary to recall, the Republican vote fell off nearly 20,000, while that of the Democrats increased by over 10,000. Four years later there was a recovery by the Republicans, and their vote exceeded that of 1880 by some 18,000, but that of the Democrats had made another advance of nearly 30,000, being 50,000 greater than in 1880.

The election of WILLIAM E. RUSSELL for Governor in 1890 was in part due to a defection of the Republicans from Gov. BRACKETT, but it gave the Democrats their great opportunity. It brought the younger element to the front and rallied the reform forces of the State to the support of the party. The excellent record of the young Governor and the popularity which he won by deserving it kept up the strong movement and insured his re-election, not only in the "off year" of 1891, but in the Presidential year of 1892, though his party was still in a minority in the State. The prospect is that there will be no reaction this year if the management is to continue in the same hands and so strong a candidate as JOHN E. RUSSELL is to be in the field. The Democrats of Massachusetts will hold their ground firmly on the great issues to which their party is pledged, and they will make an aggressive campaign. It will be interesting to see whether they will continue to gain ground as in the past ten years.

POLICE DISPERSE A MOB.

Leaders Incite to Riot, but Run Away from the First Real Danger.

CHICAGO, Aug. 30.—Chicago was spared a riot to-day by the prompt action of the police. This morning crowds of unemployed and idle spectators crowded at the lake front and around the Columbus monument. Indications of rioting appeared, and in addition to the number of officers in plain clothes circulating among the throng, Chief of Police Brennan summoned first 500 uniformed men, and later 1,000. Prior to this the only patrolmen in uniform visible were on the streets abutting Lake Front Park.

The crowd grew rapidly. Impromptu speeches at several points attracted additions to the crowd. Soon the outskirts of the great gathering were surging across Michigan Boulevard and blocking access to the Auditorium. Along the boulevard and streets leading from that thoroughfare traffic was suspended, teams being caught in the mass of people, from which egress, owing to the crush, was impossible.

The first uniformed police to arrive, under command of Inspector Laughlin, were cheered as they appeared. Inspector Laughlin was informed that a crowd of 500 Italians and others had started up State Street bent on mischief.

With thirty men the Inspector started after the mob. The police came up with the crowd at Louis Spizzari's provision store at 565 State Street. In the basement of Spizzari's market were stored fifty rifles and a number of flags used by the Italian societies in their parades. These the mob demanded, and invaded the premises to obtain possession of them.

Spizzari, who is a leader among the Italians, addressed the crowd, and, after refusing absolutely to let them have the guns or flags, pushed the invaders out of the store and locked the doors. As a concession Spizzari gave the leaders $2. They bought Italian and American flags and returned to the Columbus monument followed by the police squad. During the parley the police kept the streets near Spizzari's place clear, but made no arrests.

News of the events on State Street irritated the lake front mob and it became more and more disorderly. Excited individuals made speeches continuously and soon stones were thrown. Rioters in the eastern outskirts of the mob picked up coupling pins from the Illinois Central tracks and the heavy missiles were hurled toward the police.

Inspectors Shea and Laughlin at this juncture ordered a charge upon the crowd. The police were by this time but a short distance south of the body of the mob. Before the rioters saw the advance the shock came.

The contest was of short duration. As the heart of the mob around the monument saw their friends scatter before the swinging clubs, the leaders turned and fled. Their course lay north and west out of the park to Michigan Avenue. In an almost incredibly short time the mob dwindled away as the rioters sought safe escape in the alleys and streets.

The crowd would have had a hard time if it had shown fight. Gatling guns stood in front of the Auditorium, and everything was ready for action at the armory of Battery D, near the railroad tracks.

Joseph Wennel and Michael Harovit, the men arrested for participating in Saturday's riot at the City Hall, were fined $100 each to-day by Justice Bradwell on the charge of disorderly conduct, and held for the Criminal Court in bonds of $500 and $300 each on the charges of riot and assault.

CAN HAVE NO TRADE MARK.

South Carolina Must Sell Its Liquors Without Registered Labels.

WASHINGTON, Aug. 30.—The Commissioner of Patents rendered a decision to-day in the matter of the appeal to him of the State of South Carolina from the refusal of the examiner to register a trade mark applied for in the name of the State, consisting of the word "Palmetto," to be printed on its liquor labels, together with the arms of the State and the name of the liquor. It was stated to be the intention of the South Carolina authorities to enter markets outside the State and Union as a vendor of liquors for profit, and that a case of its liquors bearing the trade mark had already been sold in Canada.

It was claimed by the appellant that the State possessed the full rights of a trading corporation, and that it might undertake a business of this character to be conducted outside as well as within the State limits, and that authority for this was found in the provisions of its recent liquor legislation. The examiner held otherwise and refused registration. The Commissioner closes his decision by saying:

"It is considered that the State of South Carolina, notwithstanding the acts of its Governor and State Board of Control, has no authorized trade in liquors outside its own limits, is not the owner of any trade mark, has not at this time the right to the use of the trade mark sought to be registered, and therefore the application is denied."

CHOLERA'S PROGRESS IN EUROPE.

A Number of Victims in Hungary and a Few Cases in Continental Cities.

BUDA-PEST, Aug. 30.—Four cases of cholera were reported in this city to-day. No deaths were recorded. In the last twenty-four hours 116 fresh cases and 67 deaths have been reported in the different infected districts of Hungary. All of the middle schools have been closed. The Burgomaster of this city has urged the Government to close the university.

BERLIN, Aug. 30.—Two fresh cases of Asiatic cholera have been reported to-day in this city. Both were caused by the drinking of city water. The newspapers demand that the water works at Stralau-on-the-Spree be closed, as they are generally believed to be infected.

PARIS, Aug. 30.—Four persons died of cholera in Nantes yesterday.

ROME, Aug. 30.—Three deaths from cholera were recorded in Naples to-day, but no fresh cases. Three fresh cases and three deaths were recorded in Cassino.

ROTTERDAM, Aug. 30.—One case of cholera and one death have occurred at Sliedrecht and one death at Spyk.

VIENNA, Aug. 30.—In the last twenty-four hours four fresh cases of cholera and one death were reported in Kolomea and four cases and one death in Krasna.

AT THE HOTELS.

—Count Grote of Germany is at the Cambridge.

—Congressman James J. Belden of Syracuse is at the Windsor.

—Zoulfikar Ibrahim Bey of Egypt is at the Park Avenue.

—Congressman Charles A. Chickering of Copenhagen, N. Y., is at the Gilsey.

—Ex-Gov. Morgan G. Bulkeley of Connecticut is at the Murray Hill.

—J. W. Reinhart, President of the Atchison, Topeka and Santa Fé Railroad Company, is at the Holland.

—Rear Admiral William G. Temple, United States Navy, and the Rev. Dr. Magill of Newport are at the Everett.

—Mayor George E. Greene of Binghamton and Francis Hendricks of Syracuse are at the Fifth Avenue.

—Railroad Commissioner Samuel A. Beardsley and Insurance Superintendent James F. Pierce of Albany and Martin Maginnis of Montana are at the Hoffman.

The Round Lake Camp Meeting.

ROUND LAKE, N. Y., Aug. 30.—The camp meeting has proved to be one of the largest and most fervent ever held at this place. Mr. Keen, the evangelist, has extraordinary command over the large audiences that assemble in the auditorium and in Alumni Hall almost every hour of the day from daylight service at six in the morning to the evening session.

Large excursion parties from surrounding cities and villages come to the meetings. More than a score of ministers are assisting in the work.

To-morrow the Rev. Merritt Hulburd of Philadelphia and the Rev. John H. Coleman of Saratoga will preach. The meeting will close on Sunday night, when Bishop Newman will probably preach, and, with it the Round Lake season will close.

Funeral of Alfred C. Fenn.

Funeral services for Alfred C. Fenn of the Press Club will be held at Masonic Temple at 8 o'clock this evening, under the direction of Excelsior Lodge, F. and A. M., and other organizations of which he was a member. The burial will be in the Press Club plot, Cypress Hills Cemetery, to-morrow, the funeral leaving Masonic Temple at 10 o'clock.

OLD GUARD BURNED OUT.

Many Historical Relics Destroyed—Valuable Paintings and Furniture Lost.

Fire in the four-story building on the northwest corner of Fifth Avenue and Fourteenth Street last night ruined, within an hour, nearly $80,000 worth of property. Its worst deed, however, as many an old New-Yorker and old soldier will think, was the burning out of the Old Guard Armory, which, with all its priceless historical pictures, relics and trophies, has, ever since 1874 occupied the second and third floors of the yellow brick building numbered 1 on Fourteenth Street and 84 on Fifth Avenue. The other tenants were the Fifth Avenue Furniture and Carpet Company, which occupied the ground floor; the Celluloid Piano Key Company, whose office on the first floor escaped damage, and W. S. Budworth, furniture storer and picture packer, who occupied part of the third floor and the whole of the top or mansard floor.

The origin of the fire is unknown, but it possibly started among Mr. Budworth's picture-frame varnishes at the rear of the third floor. The fire was first discovered by Policeman Rooney, who saw flames at the rear of the building. He at once rang an alarm. This was at 9:08 o'clock P. M., and by 9:20 four alarms had been sent in and had been answered by the clattering engines.

The firemen lost no time in getting to work, which was more than can be said for the water tower. The hose attached to an engine stationed on the corner of University Place broke in the middle, and the up-spurting waste of water drenched the crowds of people who blocked Fourteenth Street. It was some time before the couple of hose lines and the water tower, which played into the three big dormer windows on Fourteenth Street, could get enough water to do effective work. At last the water came in a volume and that soon drowned out the fire. In little over an hour most of the engines were on their way home.

In spite of the fierceness of the blaze the firemen managed to confine it entirely to the two top floors, in one of which it started.

The Fifth Avenue Furniture Company's loss is estimated at $10,000 and that of J. H. Little & Co., another furniture house next door, at 3 and 5 Fourteenth Street, is something over $2,500. But these losses are from damage by water, and the firms are fully insured.

The heaviest personal loser is W. S. Budworth, who counts himself out $5,000. This sum falls $45,000 short of the actual property that, as far as is known at present, was destroyed in his storage rooms. He said last night that he had $50,000 worth of pictures, furniture, and works of fine art packed away for his customers. All damage to these falls on the shoulders of their owners. Alexander Harrisoon, an artist now abroad, all of whose pictures were in Mr. Budworth's storage, will probably be a heavy loser.

The loss sustained by the Old Guard is impossible to estimate, as the greater part of its property consisted of pictures, relics, and trophies. Among the more than 100 pictures in the collection were portraits of Gen. Sherman, Capt. Anderson, the hero of Fort Sumter, and Major McLane, all of them presented to the organization by the families of the originals. There were also in the rooms a painting presented by the Ancient and Honorable Artillery Company of Boston, another from the Albany Burgess Corps, the sabre of Capt. Vincent, the portrait of Capt. Henriques in the uniform of the Old City Guard, the pictures of the deceased officers of the organization from the time of its preceding body, the Light Guard, and many flags. The value of these things depends on sentimental reasons only, and yet their loss means to the Old Guard that which no money can replace. Muskets to the number of 250, the famous Old Guard punch bowl, and 150 uniforms, valued at $250 apiece, are also thought to have been lost. The musical instruments were saved, for at the time of the fire Rampano's Old Guard Band was using them in Abingdon Square.

The damage to the building itself was $5,000.

REPUBLICANS WANT MAYNARD.

They Agree that He Should Be Nominated—So that They Can Defeat Him.

The Republican Party, through its State Committee, will meet at the Fifth Avenue Hotel at noon to-day to choose a time and place in which to hold the convention which will nominate candidates for State offices to be filled this Fall.

Thomas C. Platt, who is reputed to hold the Republican State Committee in his vest pocket, was not at the Fifth Avenue, but was at Coney Island last evening. Only a few of his followers were on hand to discuss the situation. This morning Mr Platt will be on deck, and with him most of the members of the State Committee. Those members who were at the Fifth Avenue last night, together with Republicans generally, were confident that the convention would be held at Syracuse, and that it would be after the Democratic Convention which has been called to meet at Saratoga.

Preferences as to the date for the meeting of the Republican Convention were divided between Oct. 6—Friday, a day generally regarded by politicians as unlucky—and Tuesday, Oct. 10.

Republicans of prominence who wandered like lost spirits around the corridors of the Fifth Avenue Hotel included ex-Collector Francis Hendricks and John S. Kenyon of Syracuse, Senator Harvey Donaldson of Ballston, Judge Lamoreaux of Saratoga, William Leary of the Twenty-first District, La Fayette Gleason, the new "boss" of Delaware County, and Major Reuben L. Fox of Otsego.

Each of these had only one candidate for the Court of Appeals Judgeship, and that candidate, significantly enough, was Isaac H. Maynard, the choice of the Democratic machine leaders and their followers.

Mr. Gleason, who hails from Judge Maynard's county, Delaware, declared: "Judge Maynard is the choice of every Republican in Delaware County."

Ex-Collector Francis Hendricks of Syracuse, who is regarded as one of the most discerning politicians in the State, observed in language peculiarly sarcastic for him: "The Republican Party is cordially in favor of the nomination of Judge Maynard for Associate Judge of the Court of Appeals. We Republicans are going in to win, and we believe that the nomination of Judge Maynard will insure the election of the Republican candidate by an overwhelming majority."

John Kenyon, who for four years was Clerk of the State Senate, said: "I have heard the name of but one man mentioned since I have been here for Judge of the Court of Appeals, that of Isaac H. Maynard. As the Democratic Convention is to be held before the Republican Convention, we are all in favor of Maynard up to date. According to Democratic ethics he ought to be nominated, and according to Republican principles he will be snowed under on election day, because Republicans and decent Democrats will not vote for him. Until the Republican Convention is held, all good Republicans ought to advocate Maynard's nomination."

"What's the matter with Judge Maynard?" said William Leary. "Let us have him. We are all for him so long as the Democratic Convention is held before ours. Maynard's is the only name I have heard mentioned to succeed himself. Our candidates are modest and we won't put them on exhibition till Maynard's nomination is made. In the meantime, we Republicans believe Maynard should be nominated. As a matter of fact, we demand his nomination. He should have been nominated last year, and, as a citizen of this State, politics aside, I hope he is nominated to succeed himself to vindicate himself, Gov. Hill, and Gov. Flower. I believe every man searching for a vindication ought to receive it, whether the rope is taken from his neck or put around his neck. For that reason, I say, Maynard is my choice. All level-headed Republicans will stand by me for the nomination—and vote against Maynard on election day."

The similarity of the judgment of the Republicans on the ground in favor of the nomination of Judge Maynard, together with their lack of candidates, would indicate that so far as the Republican Party is concerned Judge Maynard is to have no opposition—until after the Democratic Convention.

Married by a Jersey Justice.

JERSEY CITY, N. J., Aug. 30.—Charles O'Brien, who claims to be a nephew of William R. Grace, ex-Mayor of New-York, and Miss Annie M. Raik were married to-day by Justice Lockwood.

The couple said they resided at Sunbury, Penn., but were playing in the Black Crook Company in New-York.

Inquiry at the Academy of Music, where the Black Crook is being played, brought out the fact that the only member of the company named O'Brien was Thomas O'Brien, who plays the part of "Greppo."

He has been married some years and his wife also plays in the company. Both deny any knowledge of any marriage ceremony performed in New Jersey.

There is a Miss May Reik in the ballet, but she stated she was single.

Bound to Protest in Season.

PHILADELPHIA, Penn., Aug. 30.—B. F. Jones, President, and James F. Swank, general manager, on behalf of the American Iron and Steel Association, have written to the Hon. William L. Wilson, Chairman of the Committee on Ways and Means, at Washington, a letter protesting against a general reduction in the existing tariff.

PERSONAL GOSSIP.

—The Rev. Oliver Hopson, who has been for eighteen years the last survivor of the first class graduated from Trinity College, Hartford, Conn., died on Saturday last at his home in Tivoli-on-the-Hudson in the eighty-ninth year of his age. When he was graduated, in 1827, the institution was known as Washington College. His class consisted of ten members. Mr. William Gilpin of Newport, R. I., of the class of '29, is now the oldest living graduate of the college, both in years and in college seniority.

—Ex-Minister Robert T. Lincoln says that there is not a word of truth in the story, which has been widely published, that Abraham Lincoln, his father, was a Spiritualist or that he is one himself, nor any foundation for the accompanying assertion that Mr. Lincoln had a medium living in the White House while he was President, and that among the measures inspired by this means was the emancipation proclamation.

—Mr. Charles Allen and his wife will celebrate their golden wedding at the home of their daughter in Hartford, Conn., on Wednesday, Sept. 13, and at the same time and place their daughter and her husband, Lieut. Col. Charles E. Thompson, will celebrate their silver wedding. The older people were married Sept. 13, 1843, and the younger Sept. 13, 1868.

—Three American women have received the degree of Ph. D., *summa cum laude*, from the University of Zurich—Miss Helen L. Webster, Professor of Comparative Philology at Wellesley College; Miss Thomas, Dean of Bryn Mawr College, and Mrs. Mary Noyes Colvin, Principal of Bryn Mawr Preparatory School at Baltimore.

—Nelson L. Phillips is a reporter on the Barre (Vt.) *Enterprise*, and a good one, too. There are a number of other good reporters in the United States, but there are few, if any, as old as he, for he is in his eighty-second year. He is described as active and erect, not showing his age.

—The tax collector's list in Chicopee, Mass., contains the name of John Quaddeusedebetoncourt, but his busy fellow-workmen, pressed for time, call him "Silver" for short.

SMALL TALK.

—A large linden tree in front of the hotel in Plymouth, Mass., has excited the admiration of a lady visitor to the Puritan town, who declares that it is "a perfect poem." There is a row of eight others, on the south side of the street, the smallest of which measures 9 feet in circumference four feet from the ground. If she owned them, she says, she would call them worth half a million dollars, and would not consider any amount of money an equivalent for their loss.

—The storm on Monday night blew down a solitary chestnut tree that long has stood on Chestnut Street, between Eleventh and Twelfth, Philadelphia, and has been noted as the roosting place every night of countless English sparrows, that often completely covered its branches and were one of the sights of the town.

—It is positively asserted that mosquitoes were unknown in Atlanta, Ga., before the railroad companies began running sleeping cars from Savannah into that city. They availed themselves of the opportunity afforded by them, and are most apt to congregate there in September and October, when they come by the thousand.

—An Ottawa correspondent estimates from the Canadian census of 1891, compared with that of 1881, that the Province of Quebec has lost over 100,000 French Canadians and more than 40,000 English-speaking people in ten years. Most of them are credited with having come to the United States.

NUGGETS.

—A little girl who had an aptitude for long-sounding words was one day playing school with her dolls. She was speaking quite emphatically, when her mother said: "My dear, do not speak so loud; it is better to speak gently."

"Yes, mamma, but you see I wish to make a deep indentation on my scholars."—*Youth's Companion.*

—"What bothers me about Roman history," said Mr. Skoggins, "is the way they keep usin' the letters S. P. Q. R."

"H'm'm," said the sage, "I reckon that must be Roman shorthand for 'Speaker.'"—*American Industries.*

—A Blue Ridge man arrested for buying whisky at a blind tiger put up the defense that "he had just pawned money for whisky and intended to pay it back in a few days!"—*Atlanta Constitution.*

—According to Dr. Darwin and others it takes a monkey thousands of years to make a man of himself, but a man can make a monkey of himself in a minute. We lead the world.—*Dallas News.*

—To appear helpless is woman's way of flattering man. It is because she allows man to look down upon her that man looks up to her.—*Boston Transcript.*

—Now is the time for the display of a little Senatorial courtesy with reference to the desires of the people.—*Washington Star.*

—We might take fate much easier if it did not come in such heroic doses.—*Galveston News.*

OUTRAGES BY GAGUI INDIANS.

A Family of Six Murdered and Several Hundred Head of Stock Stolen.

CHIHUAHUA, Mexico, Aug. 30.—The Gagui Indians are still on the war path, and hardly a day passes that they do not commit some crime or depredation upon the white settlers living adjacent to their territory.

Information reached here to-day of a raid made upon a hacienda by a band of the Gaguies near Suagui. A family named Mangus, consisting of husband, wife, and two children, were murdered, and several hundred head of stock driven off. The crime was discovered soon after it had been committed, and about fifty ranchmen, cowboys, and sheep herders started in pursuit of the band.

The Indians were overtaken in the mountains, and a skirmish ensued, which resulted in several of each side being badly wounded. The Indians were compelled to beat a hasty retreat to their rendezvous, leaving the stolen cattle behind them. A call has been made for more Government troops to protect the settlers from such daring outrages.

Maynard!

From the New-York World.

The apparent determination of the masters of the Democratic organization in this State to nominate Judge Maynard for the Court of Appeals is a very interesting fact. It shows that Senator Hill is still as bold and determined a leader as he ever was. Judge Maynard will not, of course, be placed in nomination unless Senator Hill and the four other managers believe that he can be elected. The Judge was not permitted to appeal to the people for a vindication last year, when his case was fresh in the minds of the people. It is evidently believed that he can now run with more assurance of success. His nomination will be an exhibition of the power of the State machine over that of the Administration, and is undoubtedly meant to be such. It will be a direct slap at the "Anti-Snappers" and the Mugwumps and a challenge to the Bar Association. This is bold politics, and the issue will be watched with unusual interest.

Struck on His Head While Diving.

John Thomas Tilly, a member of the Colwell Lead Company of this city, died Monday morning of injuries received while diving at Coney Island Sunday.

He was at Coney Island with Dr. M. Hindes of 117 Clinton Place and a party of six women. He was giving an exhibition of diving in shallow water and at the last dive struck on his head.

He was taken out of the water unconscious and when he revived was taken home. It was thought his spine was fractured.

Veterans Resent Dictation in Politics.

WASHINGTON, Aug. 30.—The Abe Lincoln Command of the Union Veteran's Union has withdrawn from that organization and surrendered its charter. The cause is said to be an order issued prior to the last national election by Gen. W. H. Michael, Commander of the Department of the Potomac, who is a Republican. The order cited the "political duty of the veterans in casting their ballots." This order was resented.

Gen. Michael asserts that his political request is not the sole cause of the present trouble, as there has been wrangling in the order on other topics.

FIRST SAW A CIRCUS PARADE

KEYSTONE STATE REPUBLICANS THEN BEGAN WORK.

Judge Fell Named for Associate Justice of the Supreme Court and Col. Jackson for State Treasurer, According to the Programme—Convention Was Lifeless and Without Interest—Platform Declares for Repeal, Favors Bimetallism, and Remembers the Old Soldiers.

HARRISBURG, Penn., Aug. 30.—The Republican Convention which met in this city to-day was a harmonious gathering. The hour set for the meeting was 10 o'clock, but the sight of a street parade made by a visiting circus delayed the delegates for forty-five minutes. After the gayly-decked vans and band wagons had disappeared beyond Capitol Hill, Chairman J. Howard Reeder of the State Committee called the convention to order. There were 253 delegates present.

David Martin of Philadelphia named George W. Hood of Indiana County for temporary Chairman, and he was chosen by acclamation. He made a short speech, in the course of which he said, after speaking of the condition of the country: "With full and complete control of the Congress of the United States, with all the attributes of a panic absent from our financial condition, the party in power can only in all fairness be held responsible for the present situation of affairs.

"What all good citizens want and what is especially needed now to return confidence and revive the lagging industries of the country is an unmistakable assurance from Washington that the legislation which gave us Sherman money, McKinley tariff, and Blaine reciprocity shall not be interfered with."

After the announcement of the Vice Presidents, Secretaries, and other minor officers of the convention and the appointment of Committees on Permanent Organization and Resolutions, a recess was taken until 1 o'clock to allow these committees to perform the work assigned them.

Joseph L. Carey of Philadelphia was Chairman of the Committee on Resolutions and C. L. Magee of Allegheny County, who occasionally locks horns with Senator Quay, was one of his associates.

After the recess the Committee on Organization reported that Horace B. Packer of Tioga County had been selected for permanent Chairman, with a Vice President and Honorary Secretary from each one of the fifty Senatorial districts.

On taking the chair ex-Senator Parker in his speech drew a dismal picture of the business situation, ascribing all that might not be considered encouraging to the fact that the Democrats are now in power. He denounced as folly the claim that the silver act of 1890 has brought the country to its present condition, and said that the repeal of that act is inadequate to remedy the evil.

Mr. Packer attributed the depressed condition of business to the Democratic policy on the tariff. He criticised the action of Speaker Crisp in allotting thirty-two of the fifty-five committee Chairmanships in Congress to the South, and he condemned the Democratic policy in suspending pensioners.

"The manufacturers of New-York, Pennsylvania, and New-England," he said, "with their millions of capital at stake and the thousands of men employed in their establishments, have only to await and abide the result of the deliberations of Congress."

At the conclusion of Chairman Packer's speech the Committee on Resolutions reported the platform, which was adopted. It is as follows:

The Republicans of Pennsylvania in convention assembled, reaffirming their adhesion to the declaration of principles adopted by the National Republican Convention of 1892,

Resolved, That we demand the immediate and unconditional repeal of the purchasing clause of the act of Congress entitled "An act directing the purchase of silver bullion and the issuing of Treasury notes thereon," approved July 14, 1890. We congratulate the country upon the recent prompt and patriotic action of the House of Representatives, and request the Senators from Pennsylvania to support similar legislation now pending in the Senate.

We favor the expansion of the circulating medium of the country until the same shall amount to $40 per capita of our population, and approve the proposition to issue to national banks notes to the par value of the bonds deposited to secure their circulation. In this convention we repeat the following declaration of the last Republican National Convention:

"The American people, from tradition and interest, favor bimetallism, and the Republican Party demands the use of both gold and silver as standard money, with such restrictions and under such provisions, to be determined by legislation, as will secure the maintenance of the parity of values of the two metals, so that the purchasing and debt paying power of a dollar, whether of silver, gold, or paper, shall be at all times equal. The interests of the producers of the country, its farmers and its workingmen, demand that every dollar, paper or coin, issued by the Government shall be as good as any other."

Further, we declare that the obligations of the Government should be discharged in money approved and current in all civilized nations, and to that end that a largely-increased reserve of gold should be gradually accumulated and maintained.

Swiftly upon the heels of Democratic success in 1892 has followed unprecedented national distress. A ruinous fall in the price of farm and other products and manufactures; the closing of workshops, factories, and mills, the reduction of the wages of labor, the discharge of workingmen from employment, the cessation of railroad extension, and diminution of traffic; bankruptcy, and the suspension of banks, are to-day the only monuments of their triumph. The present condition of the country is mainly due to the conviction that a vital attack will be made upon the American system of protection. We reiterate the belief we have often expressed, that the maintenance of an adequate and stable system of protective duties is essential to the wellbeing of the Nation and the prosperity of labor and capital, and protest against any amendments to the McKinley bill until it shall have been fairly tested and judged by its practical operations.

The heroic sacrifices and unfaltering patriotism of the Union soldiers and sailors in the great war of the rebellion created a debt of gratitude that the nation can never pay, and the Republican Party, ever mindful of their loyal services and grateful for their heroism, renews its declaration of friendship for the surviving veterans, and its advocacy of liberal pensions, and so far as possible, will not only contribute to their comfort in their declining years, but will hold in sacred memory their priceless and distinguished services on the field of battle.

The National Democratic Administration, in the appointment of officers in charge of the Interior Department at Washington, who are hostile to these surviving veterans deserves the condemnation of every loyal citizen in the nation, and the Republican Party of Pennsylvania emphatically denounces the acts by which the heroes of the Republic are being arbitrarily deprived of their pensions as unworthy of the patriotic American people, and as reflecting discredit upon the great Republic made perpetual by the loyal services of the Union soldiers and sailors.

We demand the enactment and enforcement of immigration laws which shall effectually prohibit the importation of ignorant and undesirable immigrants. Our intelligent workingmen should not be obliged to compete with such labor.

We recommend that the representation in the Republican National Convention for 1896 be based upon the Republican vote at the Presidential election of 1892, and that the Republican National Committee issue its call accordingly.

We commend the action of the last Legislature in this State, setting apart from the revenues of the Commonwealth an additional $1,000,000 to defray the cost of public schools, thus increasing the appropriation for that purpose to $5,500,000 per annum and relieving the burden of local taxation to that extent. This act again forcibly illustrates the integrity of the Republican Party in redeeming its pledges for the reduction of taxation.

Representation in future State conventions shall be based upon the vote cast at the Presidential or Gubernatorial election immediately preceding, one delegate being allotted to each 2,000 Republican votes, and an additional delegate for a fraction exceeding 1,000 votes, each district to have at least one delegate.

Following the adoption of the platform, Judge Graham of Philadelphia placed D. Newlin Fell of Philadelphia in nomination for Associate Justice on the Supreme Bench, alluding to him as representing the highest type of Republicanism in the State. The nomination was seconded by Hugh B. Eastburn, Reuben A. Zimmerman of Lackawanna County, and William H. Cox of Beaver County, whereupon, there being no other nomination, Judge Fell was, on motion by ex-Attorney General Palmer, declared the candidate by acclamation.

Ex-Judge J. B. Neale of Armstrong County presented the name of S. M. Jackson of Mercer County for State Treasurer. It was thought unnecessary to second the motion, and the nomination was made by acclamation. The cut-and-dried business being concluded, the convention adjourned.

Old campaigners say they have no recollection of a convention so lifeless and devoid of interest. After the leaders had prepared the slate last night nothing remained worthy of attention except the preparation of the platform. More than usual care was bestowed upon this instrument, with the result that all the prominent Republicans here are pleased with its declarations.

David Newlin Fell, the candidate for Associate Justice of the Supreme Court, is at present a Judge of the Common Pleas Court in Philadelphia. He was born in Bucks County, Penn., in November, 1840.

Judge Fell enlisted in the army with a company of students, and rose from the rank of Lieutenant to that of Major of the One Hundred and Twenty-second Pennsylvania Volunteers. At the close of the war he began the study of law, being admitted to the bar in 1866. He rose rapidly in his profession, and in 1877 Gov. Hartranft appointed him to a vacancy in the Common Pleas Court of Philadelphia. Since then Judge Fell has been elected to two terms without opposition.

Col. Samuel M. Jackson of Apollo, Armstrong County, the choice for State Treasurer, is nearly sixty years old. He is President of the Apollo Savings Bank, and is also Secretary and Treasurer of the firm of P. H. Laufman & Co., Limited, manufacturers of sheet iron.

Col. Jackson has served in both branches of the State Legislature, and served as Internal Revenue Collector for the Twenty-third Pennsylvania District during President Arthur's term.

OIL AND WATER CLASH.

Prohibitionists Name State Officers and Wrangle About Standard Oil Company.

ELMIRA, N. Y., Aug. 30.—The Prohibitionists had a lively time at their State Convention to-day. Chairman Joseph A. Bogardus called the convention to order at 9 o'clock. After routine business had been disposed of and some prohibition oratory listened to, the delegates got to work on the platform.

The delegates were divided on the financial, the tariff, and other questions, and an effort was made to drop all the planks of the platform presented by the Committee on Resolutions except that on the liquor traffic. There were heated speeches on both sides, and the fight lasted for two hours. It was finally decided to retain the tariff and financial planks. The following is the platform as adopted:

The Prohibition Party of the State of New-York, in convention assembled, relying on the justness of its cause and the supreme power of Almighty God, hereby renews its allegiance to the National Prohibition Party, and presents the following declaration of principles:

First—In the words of the Supreme Court of the United States, no Legislature can bargain away the public health or the public morals. The people themselves cannot do it, much less their servants. Government is organized with a view to their preservation, and cannot divest itself of the power to provide for them. We declare that in legalizing the traffic in intoxicating beverages the State is bargaining away the public health and the public morals and making itself a partner in the debauching of its citizens, the devastation of their homes, and the destruction of human life. The traffic in intoxicating liquor as a beverage must be entirely suppressed and its sale for medicinal and other legitimate purposes should be regulated as the sale of poisons is regulated in the interest of the public welfare. The full powers of the State and the Nation should, if necessary, be exerted to this end. No party that fails to recognize this as the dominant issue in American politics is worthy of the support of American patriots.

Second—The issuing of a national currency belongs to the sovereign power alone, and should not be delegated to private individuals or corporations. We favor the issue of legal-tender Treasury notes, exchangeable in gold and silver bullion or coin, and the maintenance of a metal reserve sufficient for that purpose.

Third—We demand, in the name of justice and equity, that the election laws of this State shall be so amended that the party casting the third highest vote shall be entitled to representation on the Election Board of every election precinct in the State.

Fourth—We favor the submission to a vote of the people of an amendment to the Constitution striking out the word "male" in the section prescribing the qualifications of voters, and we urge the Constitutional Convention which is to meet next year to provide for such an amendment, pledging ourselves to labor for its adoption when submitted.

Fifth—A non-partisan commission of experts should be empowered to revise the tariff schedule in accordance with the principle of protection to American labor. To this end such protection should not exceed the ascertained difference between the scales of wages actually paid by protected American manufacturers and that paid by their foreign rivals, and it should vary as this difference may vary from year to year.

Sixth—The Government should establish postal savings banks so that small deposits can be made without risk to depositors.

Seventh—We denounce and condemn the Democratic majority of the last Legislature for passing, and Gov. Flower for signing, the Constitutional Convention act by which all but the Republican and Democratic Parties are absolutely precluded from representation in said convention, and we maintain that the members of the Prohibition Party, casting nearly one-thirtieth of the vote of our State, and containing within its ranks at least as large a proportion of the intelligence, wealth, and character of her citizens, are in comparison with other minor parties, unjustly deprived of their constitutional prerogatives.

Eighth—We invite to party fellowship all those who are with us agreed upon the prohibition of the liquor traffic, and we declare that loyalty to this issue alone is the test of party fealty.

There was a lively fight over the woman suffrage plank. Dr. Wilson of New-York moved to strike out the pledge in the plank.

Zenas Bliss, who is Secretary and Treasurer of the Richmond County Prohibitionists, got very much excited over this plank and threatened to go out of the party if it was adopted.

At the afternoon session there was very nearly an open rupture over the suggestion that William J. Wardwell of New-York City be named as candidate for State Treasurer. Mr. Wardwell, who was present, is one of the most popular Prohibitionists in the State. He is Treasurer of the State organization, and also happens to be Treasurer of the Standard Oil Company. He declined to stand on the ticket, giving as a reason the fact that one New-York City man, Mr. Bogardus, had already been placed on the ticket.

In closing he said that he hoped the fact that he was connected with a monopoly would not be considered.

H. Clay Bascom of Troy thereupon said that there is considerable feeling in the State against monopolies, and, while he had the highest regard for Mr. Wardwell as a man, it would be better that his name should not appear on the Prohibition ticket. He accordingly nominated William H. Hunt.

Mr. Wilson of New-York accused Mr. Bascom of attacking Mr. Wardwell by innuendo, and demanded that, now the issue had been raised, Mr. Wardwell be nominated by acclamation, and then permitted to withdraw if he saw fit.

Mr. Wheeler of Richmond said that such a vote would mean that the Prohibition Party placed itself upon record as the vindicator of the Standard Oil monopoly, which he denounced in scathing terms. He made statements in regard to the alliance between the Standard Oil Company and the railroads of Pennsylvania, which brought Mr. Wardwell to his feet with an assertion that the statements were false and the speaker out of order.

A dozen delegates tried to speak at the same time, and the convention was getting into a hopeless wrangle, when the previous question was carried and debate shut off.

Mr. Wardwell announced his intention to resign from the State Executive Committee on account of the feeling against monopolies. But on the motion of Mr. Baldwin of Cayuga the convention unanimously requested Mr. Wardwell to remain on the committee, and he concluded to do so.

The entire afternoon was taken up in nominating candidates to stand on the ticket. The following were nominated: Secretary of State—Joseph A. Bogardus of New-York City; Controller—George T. Chester of Buffalo; Treasurer—William R. Hunt of Honeoye Falls; Attorney General—Edwin C. English of Corning; Justice of the Court of Appeals—Silas W. Mason of Chautauqua; State Engineer and Surveyor—Chester Baldwin of Middletown. Delegates at large to the convention to revise the constitution—H. Clay Bascom, M. A. Tuttle, A. J. Cowles, T. J. Bissell, Stanley B. Roberts, George W. Hallock, Dr. I. K. Funk, Thomas G. Sayre, Fred F. Wheeler, A. J. Rumsey, George H. Niver, Francis Crawford, William E. Booth, William T. Wardwell, and W. R. Rathbun.

Another Secretary Gone Wrong.

ST. LOUIS, Aug. 30.—Charles E. Balmer, Secretary of the Crescent Building and Loan Association, has been arrested. He is charged by the President of the association with embezzling $1,967.

Balmer is a married man and belongs to a good family. He has been Secretary of the Crescent Association eighteen months. Thirty days ago the discovery was made that he was short. He promised to pay up if the matter was kept quiet. This was agreed to, but he did not pay up.

The American Casualty and Insurance Company made the shortage good on the agreement of the association to prosecute Balmer. The arrest was accordingly made and the prosecution will be pushed to the utmost.

Burglars Make a Rich Haul.

CITY OF MEXICO, Aug. 30.—Burglars entered the residence of Loftus J. Nunn, General Freight and Passenger Agent of the Interoceanic Railroad here, Monday night, and stole $9,000 in money and valuables. Among the valuable articles taken were two rifles, one Egyptian weapon taken at Tel-el-Kebir, five watches, a bracelet, all Mrs. Nunn's wedding presents, and a solid diamond pin.

Governor of Lower California.

MATAMORAS, Mexico, Aug. 30.—Gen. Lauro Cavazos of the Mexican Army yesterday received a telegram from the City of Mexico stating that Rafael Garcia Martinez of this city had been appointed Governor of Lower California by President Diaz. Mr. Martinez is at present out of the city.

Agent Shortell a Suicide.

ST. LOUIS, Aug. 30.—Thomas L. Shortell, Traveling Passenger Agent of the Northern Pacific Railroad, was found unconscious in Forest Park at 8 o'clock yesterday morning and sent to the City Hospital, where he died. It was a case of morphine poisoning, and the circumstances point to suicide.

OBITUARY NOTES.

EDWARD B. FINCH died suddenly at Peekskill last night. He was sixty-nine years old, and was for many years in the drug business in Chicago in the firm of Fuller & Finch, afterward Fuller, Finch & Fuller. Later he was in the foundry business at Peekskill. He had recently been in the wholesale kerosene business in Front Street, this city. He leaves a daughter and a son, James W. Finch, once a Captain in the Twenty-second Regiment.

MRS. BRIDGET SCANNELL, mother of President John J. Scannell of the Fire Board, died Tuesday night at 48 East Thirtieth Street, the home of her second son, George F. Scannell, administration clerk in the Surrogate's office. She was the widow of John Scannell. The funeral will be held to-morrow morning at 10 o'clock in Stephen's Church.

CAPT. MULLIN of the schooner James Baird of Sullivan, Me., died on board his vessel at Breakwater, Del., yesterday from injuries received in the storm of the 23d inst.

CHARLES H. BARKER, aged sixty-nine years, a prominent physician and old resident of Jamaica, L. I., died yesterday after a short illness from cancer.

KILLED BY A FALLING DERRICK.

Foreman Morton's Skull Crushed and One of His Workmen Badly Injured.

The death of one man and the severe wounding of another followed the breaking of a derrick yesterday afternoon at the new hotel building which is in the course of erection at 121 to 133 West Forty-fourth Street.

Only two stories out of the thirteen to which it is proposed to raise the building are completed. The framework is of iron and the massive pillars have already been put in place in the first story. The large number of workmen employed on the building, the contractors for which are Thorpe, Conlin & Co. of 19 West Twenty-fourth Street, were busy at the time of the accident hoisting up the big pillars and putting them in their places in the second story. Foreman Alexander Morton and Assistant Foreman William Miller of 3 Hudson Avenue, Brooklyn, were in charge of the men, while Thomas Arnold of 40 De Kalb Avenue, Brooklyn, superintended the work.

The weighty derrick was stayed, to all appearances, with great strength by iron and timber braces on the second floor. Foreman Morton stood on a projecting pile underneath it, giving directions to his men below as they made fast to a pillar which was to be hoisted.

The derrick's pulley had hardly reeled in the slack of its chain when the creaking and jarring changed into a thunderous roar that betokened imminent danger and sent the throng of men working below, with a warning but futile cry to Morton, scurrying in all directions for their lives. The derrick had torn from its stays, and, bowing outward, came toppling down on the sidewalk, carrying the hapless foreman along with it. All of the men below got away in safety except Herman Reinquest, of Fifty-first Street and Seventh Avenue. A flying block of timber struck him down, breaking his arm and bruising his body severely. Morton was picked up lifeless, his skull being smashed in as though it were an eggshell.

The body of the foreman, whose correct address is unknown—though it is believed that he lived somewhere in West Twenty-sixth Street—was taken, by permission of the Coroner, to the West Forty-seventh Street Police Station. Reinquest was taken to Roosevelt Hospital.

Capt. Max Schmittberger arrested Arnold, the Superintendent of the work, and Assistant Foreman Miller.

DOUBLE MURDER IN TEXAS.

Pedro Stabbed His Sweetheart and the Senorita's Friends Took Revenge.

SAN ANTONIO, Texas, Aug. 30.—A double tragedy is reported from the little town of Sonora, in Sutton County. Pedro Martinez, a fine-looking young Mexican, crossed the Rio Grande about nine months ago in the hope of bettering his condition in the United States. He made his way to the little town of Sonora, where he had relatives, and soon secured a position as laborer and made many warm friends.

He met, among others, a beautiful Mexican señorita, Maria Gonzales, who was but sixteen years old. Maria had other lovers, but she seemed to return fully the affection shown for her by Pedro.

All went well until a few days ago, when Maria began to accept the attentions of other young Mexican friends to the exclusion of Pedro Martinez. This ended by Martinez's visiting the girl and calling her to the door of her home, when he stabbed her to the heart.

After completing his terrible work, Martinez coolly proceeded to his home. As soon as the crime was discovered, a mob of Mexicans caught Martinez and, after hearing his confession, stabbed him to death. No arrests have been made.

THE PRESIDENT'S VACATION OVER.

Restored in Health and Well Rested, He Starts for Washington.

BUZZARD'S BAY, Mass., Aug. 30.—President Cleveland left Gray Gables on E. C. Benedict's yacht Oneida at 1:30 this afternoon. Mrs. Cleveland and baby Ruth and the nurse accompanied him. The weather is perfect.

They will proceed directly to New-York. The Oneida will arrive in New-York early to-morrow morning. The President will leave at once for Washington. The retinue of servants will depart from here to-morrow morning.

The report that the President is a sick man is taken as simply ridiculous here. The rumor is absolutely false, and Mr. Cleveland is to all appearances in the very best of health. Mr. Cleveland himself says he is feeling splendid, is in good health and very much rested.

The fact that the President has either been fishing or has driven to the village every day since he arrived at Gray Gables shows pretty conclusively what his condition is.

WILL SUE THE CITY.

Brooklyn Citizens Want Damages for the Wreck of the Recent Storm.

Property owners on Halsey Street, Brooklyn, met last night and authorized Lawyer William Van Wyck to sue the City of Brooklyn for $20,000 damages suffered by them during the recent storms.

A letter was read from Mayor Boody, saying that the city had to protect them from flood and reminding them that the damage was no confined to the Twenty-third Ward, but was general throughout the city.

The meeting adopted resolutions directing that, while the people did not welcome a suit, they believed the city was liable for damages because of inadequate sewage, and that it was time citizens took steps to protect themselves from future losses.

Dr. Henry Plympton presided at the meeting.

Arrested for Burglary.

Martin Levy, a saloon keeper of 141 Sands Street, Brooklyn, and Joseph Brennan of 81 Johnson Street were arrested last evening by Detectives Dolan and Kelly of the Adams Street police for burglary. The specific charge against Levy is receiving stolen goods.

John Berry's residence at 314 Pearl Street was entered on the night of Aug. 6, and a gold watch and chain and $145 in cash were stolen. On Tuesday Berry met Levy, who told him to call at his saloon and he would get his watch. Berry called there and gave Levy $50 for the watch and chain. But Levy did not produce the chain. Berry thereupon notified the police, who arrested Levy.

Levy claimed that he bought a pawn ticket for the watch from Brennan for $5. The police then arrested Brennan.

Horsewhipped Her Alleged Traducer.

LONG ISLAND CITY, Aug. 30.—John Coan, employed in Joseph Wild's carpet mills in Astoria, was horsewhipped to-night by Lulu Johnson, an angry girl who believed Coan to have circulated unpleasant stories about her.

She saw him approaching on his way home from the mills, and, going into her home, rescued with the whip and lashed him about the face and shoulders, while some of her sympathizing girl friends assisted her by preventing Coan from running away.

Coan finally broke away and escaped to New-York by way of the Astoria ferry.

The Conviction of Col. Hughes.

TOPEKA, Kan., Aug. 30.—The verdict of the court-martial which tried Col. Hughes is now in the hands of Gov. Lewelling and it is "guilty as charged." Punishment was fixed at thirty days in jail and $200 fine.

Gov. Lewelling is in Southern Kansas and will not make public the findings until next week. The belief that Hughes will be ordered to jail has greatly excited the Republicans over the State and they declare there is not a bastile in Kansas strong enough to hold him three hours.

An Injured Husband Kills Himself.

GLOVERSVILLE, N. Y., Aug. 30.—Charles M. Carpenter of this city has for some time suspected Charles Beach of being unduly intimate with Mrs. Carpenter. Carpenter yesterday discovered Beach concealed in his house. In an altercation which followed, Beach shot and dangerously wounded Carpenter. His body was found this morning in a grove on the outskirts of the city. He had shot himself through the heart. His age was only eighteen.

Mrs. Carpenter is about thirty-seven years of age. She is a sister of Mrs. I. S. Wisbert of New-York.

ONE DAY'S FIRES IN NEW-YORK.

(From 1 A. M. Wednesday to 1:30 A. M. Thursday.)

1 A. M.—699 Second Avenue; Abraham H. Smith; damage, $200; Mr. Lent, $100; Hans Lorsen, $100; August Lenderstram, $100; to building, $50; cause and owner unknown.

2:40 A. M.—175 East Seventy-seventh Street; John Jansen; damage to building, $100; cause and insurance unknown.

6:45 A. M.—35 Maiden Lane; Rieglander & Co.; damage, $10; cause unknown.

8:40 A. M.—616 Robbins Avenue; Charles Scheet; cause, defective flue; damage trifling.

2:45 P. M.—75 Nassau Street; Henry Manheim; damage trifling; cause unknown.

3:15 P. M.—2 Mansel Street; Louis Roelger; damage trifling; cause unknown.

4:30 P. M.—172 East Ninetieth Street; Julius Livingston; damage, $25; cause unknown.

VESSELS SPORT OF THE GALE

DRIVEN HELPLESS WITH MASTS AND SAILS TORN AWAY.

Thrilling Experience of the Bark Tillid—Her Decks Even with the Water and She Was Kept Afloat Only by Her Cargo of Timber When Her Crew Was Rescued—Two Men Washed Overboard from the Deck of the Steamer Knickerbocker.

When the American bark Tillid arrived in port yesterday there was added another thrilling chapter to the storm's doings at sea. The bark had on board Capt. McDonnell and six men, who comprised the crew of the little coasting schooner Annie S. Conants.

Somewhere out upon the Atlantic the Conants is now drifting, with only the stump of her foremast and the top of her deckhouse showing above the water.

How the vessel had been reduced to that condition was told to a reporter for THE NEW-YORK TIMES yesterday by Capt. McDonnell. The Conants, he said, sailed out of St. Simons, Ga., on Aug. 16, bound for Boston with a cargo of white pine lumber. A considerable part of the lumber was carried on deck, a circumstance which largely contributed to the schooner's inability to ride out the gale.

On the morning of the sixth day out from port the weather showed a disposition to be ugly. The wind veered and shifted for several hours, as if uncertain which way it wanted to go, and then, having decided, started toward the southwest with a velocity that increased every moment. The schooner labored heavily under the buffetings of the storm, the deck load went adrift, seams in the hull were opened by the poundings of the shifting cargo, and the vessel began to leak rapidly.

The schooner lay hove-to all night under a close-reefed fore and main sail. With the dawn of the next morning the gale had increased to a hurricane and was rolling before it one of the most frightful seas, the narrator says, he had ever witnessed. The stout foresail blew away and at 3 P. M. the schooner was on her beam ends, with seven feet of water in her hold, and only kept from foundering outright by the buoyancy of the timber cargo carried 'tween decks. The deck load was swept away and the crew had all they could do to hold on to the weather railing.

There they clung, half drowned by the seas and the storm of spray that was flying in lateral torrents over the bulwarks. The Captain remembers a dizzy plunge down the slope of a mountainous roller, then a crashing and wrenching of timbers, and the storm-beaten fabric slowly righted. The vessel regained an even keel with not a spar standing.

Fore, main, and mizzen masts had gone over the side, and the bowsprit had snapped short off, leaving the hulk an utter wreck.

The crew gathered aft and waited for the end. It did not seem to be very far distant. Everything movable had been swept from the decks. The wreck was hopelessly waterlogged and no longer rose to the waves, but allowed them to sweep clean over the deck.

Somehow the craft outlived the night. The storm raged with undiminished fury, and every man of the crew momentarily expected to be swept overboard. With the bleak dawn they made preparations for launching the lifeboat. The Captain placed his navigating instruments in the boat, and then two seamen sprang into it and the order to lower away was given.

The boat touched the water, sank into the hollow of a wave, and the next moment was caught by a surge and hurled so violently against the schooner's side that not a plank remained intact. Her half-stunned occupants were rescued with great difficulty.

After the failure of this effort the crew was completely disheartened. The hulk had been gradually sinking deeper, and at nightfall the top of the deckhouse offered the only refuge.

Pangs of hunger and thirst began to be felt. The men had had nothing to eat or drink for two days, and neither food nor fresh water was obtainable.

The exhausted men passed a night of agony in the deckhouse, wondering why the hulk did not plunge at once to the bottom and be done with it.

When morning came, a bit of bunting was made fast to the stump of the foremast, and then a search of the horizon was made. To the westward and leeward a sail was sighted. It was the bark Tillid, bound from Pernambuco for New-York. Capt. Clement Harding, her master, says his mate reported to him that a wreck had been sighted, but that it was too distant to distinguish if any one was on board. The Captain went aloft and gazed intently at the object through a marine glass. He had just decided that it was an abandoned derelict when the craft was outlined against the sun, which for an instant peered from behind the gray clouds.

That brief glimpse told the tale, and a few minutes later the bark was swung to the eastward and was beating toward the wreck, and the exhausted men were taken off.

There were many other stories of disaster brought by incoming vessels. The steamship Knickerbocker, from New-Orleans, which arrived last night, came into port minus boats, bulwarks, and two of her crew, who were swept overboard in the height of the storm.

It was a most terrific hurricane, Capt. Halsey says, that his vessel encountered. It was met on Aug. 27, in the latitude of the Virginia Capes. It started in with a steady blow from the north-northeast, and within a very short time the Knickerbocker was making the hardest fight for life that she had ever made. Engines were slowed to a speed sufficient to keep her pointed to the raging seas, but as the wind veered to southward the seas became confused and she received their thunderous blows from all directions. Bulwarks were crushed in and boats torn from their davits. A. Anderson, able seaman, was caught in one of the swirls and carried over the side. It was impossible to rescue him and the man was drowned.

The storm continued during the night, and with the dawn seemed to gain renewed energy. John Norton, a cook, incautiously exposed himself on deck just as a big wave came tumbling over the side. The man was swept overboard and drowned. The storm moderated about noon and the vessel was enabled to resume her course. She reached port one day overdue.

There were numerous minor casualties reported. The schooners John H. Cannon, from Georgetown, and the Hattie F. Knowlton came into port badly damaged by the storm. The Italian bark Fortunata, from Genoa, met a hurricane on Aug. 22, which came very near making a wreck of the vessel. Sails were split, bulwarks crushed in, and boats torn from their davits.

Two Rescues in the Sound.

NORTHPORT, L. I., Aug. 30.—There were two exciting incidents last evening in Long Island Sound off Northport.

On her evening trip from New-York the steamer Northport found the tugboat Bertha and a tow of four freight barges signaling for help. The Northport responded and found the tug in a sinking condition. Her fires were out and the gale was blowing her rapidly toward the rocks on the Connecticut shore.

The Northport towed the fleet into Cold Spring harbor, where it found shallow water and safety.

The second rescue was that of a party of two men, two women, and three children from the sloop yacht Jarvis of New-York in Northport harbor. The gale had carried away the sloop's rudder and she was rapidly filling from the waves that broke over her. The party was brought safely to shore by some baymen.

QUOGUE VILLAGE, Aug. 30.—The storm was more disastrous at this place than was the cyclone of last week. Flagpoles and big trees, which had withstood the other storm, came down with a crash, wrecking fences and small buildings in their path. Fishermen along the beach have lost many thousand dollars' worth of nets, which they had set on bottom, four miles at sea.

Vessels Played with by the Wind.

MILLVILLE, N. J., Aug. 30.—The schooner Maurice R. Lee, having a fishing party on board, took refuge Monday night in Straight Creek. She was blown ashore and will have to be dug out. All who were on board are safe.

The schooner Etta B. was blown on the bar below Main Street Bridge, and the schooner A. H. Quimby and sloop Ida May were carried over a wharf by the high tide and landed in a lumber yard.

BORDENTOWN, N. J., Aug. 30.—Superintendent Wilson Brown of the Amboy Division of the Pennsylvania Railroad Company, has given official notice that all train service on the Long Branch Road, between Barnegat City Junction and Barnegat City will be discontinued until further notice. This action is taken in consequence of the damage done by the storm.

BRADLEY BEACH, S. I., Aug. 30.—Fisherman Harry Maddox picked up a small dory this morning on this beach with the name "Empire State" on it. It was in good condition.

Capt. Key Durant Killed.

DENISON, Texas, Aug. 30.—At Caddo, Indian Territory, Deputy United States Marshal Folsom this morning shot and killed Capt. Key Durant, leader of Indian militia. Whiskey was the cause. More trouble is likely to follow.

PRESIDENT VAN HORNE CAUSTIC.

His Version of the Case Against His Road for Cutting Rates.

MONTREAL, Quebec, Aug. 30.—The indictment in a Tacoma (Washington) court against the President and about a score of other officials of the Canadian Pacific Railroad has culminated in the surrender of W. C. Van Horne and D. McNicholl, General Passenger Agent, to a Vermont Federal court to stand trial for alleged violation of the Inter-State Commerce act. Yesterday Mr. Van Horne and Mr. McNicholl went to St. Albans, Vt., pleaded not guilty to the charge, and gave bonds to appear in court at a later date.

Interviewed by a reporter in his office this morning, Mr. Van Horne defined this indictment as a farce. To the suggestion that the details and purposes of the inter-State commerce law were Greek to the public Mr. Van Horne replied that they were worse than Greek to him; they were Sanscrit. He said he knew a few words of Greek, but not a word of Sanscrit.

"It is alleged," he said, "that on a certain day last Winter our ticket clerk in Tacoma sold a ticket to Boston at some dollars less than the advertised rates. This, if a fact, would constitute a violation of the inter-State commerce law. If done by the Canadian Pacific Company, it would be a heinous offense, although at the time thousands of cut rates by the lines of our competitors could have been bought within a few hundred yards of the United States Court House at Tacoma, and in Chicago they can be found by tens of thousands.

"The case was presented to the Grand Jury at Tacoma by a detective in the employ of the Inter-State Commerce Commission. Whether it was intended to test a question of law I do not know. It has been frequently asserted that the Canadian Pacific Company persistently violated or disregarded the inter-State Commerce law, but no evidence has ever been produced that it has done so in a single instance. I don't believe it has done so in this instance. At all events our enemies have had to go far afield to find a case.

"The indictment includes our ticket clerk and ticket agent at Tacoma, our Pacific coast Passenger Agent, our General Freight and Passenger Agent at Winnipeg, our General Passenger Agent at Montreal, our Auditor of Passenger Receipts, and myself, and perhaps some other officers. It seems absurd, but perhaps it is not."

Won by the Missouri, Kansas and Texas.

Word was received down town yesterday that the Missouri, Kansas and Texas Railway Company had won its case in the Texas courts against the International and Great Northern Company with reference to the possession of the Galveston, Houston and Henderson Railway Company.

The property in dispute extends from Houston to Galveston and had been leased for ten years to the International and Great Northern. All the capital stock of the small company was acquired by the Missouri, Kansas and Texas, whereupon a new lease was made to the purchasing company. At the same time the Missouri, Kansas and Texas applied for an injunction to restrain the International and Great Northern from interference, and the question was raised in the court as to the validity of the old lease.

Every point for which the Missouri, Kansas and Texas contended seems to have been granted by the court. The injunction is made permanent, and Missouri, Kansas and Texas trains were to begin running yesterday from Houston to Galveston, thus giving that system a continuous line from St. Louis to Galveston.

Attachments Against a Duluth Road.

The Sheriff in this city has received two attachments against the Duluth, Missabe and Northern Railway of Duluth, one for $4,168, in favor of Comstock Brothers, on a bill of exchange made by McKinley, Charnley & Co., and accepted by the company, and the other for $7,981, in favor of Edward H. Blanc, for fuel delivered by the Pioneer Fuel Company of Minneapolis.

The railway company has offices in this city at 46 Wall Street. It was said there that the company had just been consolidated with the Lake Superior Consolidated Iron Mines under the latter name, with Leonidas Merritt as President.

Mr. Merritt said the consolidated mines and railway were valued at $150,000,000, actual property, upon which, up to Tuesday, there was owed $500,000, and that it had assets in unpaid subscriptions, county-aid bonds, and money in hand, $200,000 in excess of the above debts. The property was absolutely clear. The attachments would be paid in time. These were the only two and were granted on the ground that the company was a foreign corporation under Minnesota laws.

Absorbing the Milwaukee and Lake Shore.

President Hughitt of the Chicago and Northwestern Railway Company has issued a notice that on Sept. 1 his company will take possession of its recent purchase of the railway, leasehold, and other property of the Milwaukee, Lake Shore and Western Company, and will operate it as the Ashland Division of the Chicago and Northwestern system.

All amounts due to the Milwaukee, Lake Shore and Western Railway Company remaining unpaid Sept. 1, 1893, will be remitted to or collected by M. M. Kirkman, Second Vice President, at Chicago, and all accounts due by the Milwaukee, Lake Shore and Western Railway Company unpaid at that time will be paid by him, and he will give such instructions in regard to the disposition of local collections, cash balances, and other accounts of the Milwaukee, Lake Shore & Western Railway Company as circumstances may require.

A New Road for British Honduras.

MEXICO, via GALVESTON, Aug. 30.—It has been decided to make a survey for a railway, which, when built, will draw the trade of Southeastern Mexico and Northern Guatemala to British Honduras or Belize. The road will open up immense forests, mahogany, and other valuable woods.

Mexico is not likely to encourage any connection of her railway system with that projected in the Belize country.

One important source of revenue of the line when completed this Winter to Cuernavaca will be the cutting of railway ties in forests of the State of Morelos, and it is believed ties can be furnished at 40 cents each.

To be Owner Instead of Lessee.

WATERTOWN, N. Y., Aug. 30.—The New-York Central Railroad Company has accepted an option offered by the Railroad Commissioners of the town of Watertown on the $300,000 of stock held by that town in the Carthage, Watertown and Sacketts Harbor Railroad Company for the purchase of the stock at par, provided that the Central will purchase the remaining $165,000 worth of stock held by other towns and individuals at the same price.

This will make the Central the owner instead of the lessee of the road and will relieve the towns of all indebtedness and obligations, and leave to the town of Watertown a surplus after paying its bonds of $89,000. The agreement will end a tedious and expensive series of litigations between the companies.

Mr. Rinearson's Many Offices.

CINCINNATI, Aug. 30.—Formal announcement has been made by Receiver Smelton of the appointment of W. C. Rinearson to succeed D. G. Edwards as General Passenger Agent of the Cincinnati, New-Orleans and Texas Pacific Road, beginning Sept. 1.

This appointment carries with it the appointment to the General Passenger Agency of the Alabama and Great Southern, the New-Orleans and Northeastern Railway, the Alabama and Vicksburg Railroad, and the Vicksburg, Shreveport and Pacific Railroad. By appointment of Samuel Spencer and Henry Fink, receivers of the Louisville Southern, Mr. Rinearson also becomes General Passenger Agent of that company.

Northern Pacific Certificates.

MILWAUKEE, Aug. 30.—The petition of the receivers of the Northern Pacific Railroad Company for authority to issue receivers' certificates to the amount of $5,000,000 to redeem about $6,182,867.07 worth of collateral put up to secure the floating debt of the road was argued in the United States Circuit Court, before Judge Jenkins, yesterday.

After the attorney had explained to the court the financial status of the road and the advisability of allowing the receivers to issue certificates for the purpose of redeeming the stocks and bonds put up as collateral to secure the floating debt, Judge Jenkins asked them to agree upon an order to that effect and lay it before the court.

Judge Jenkins this afternoon granted the receivers permission to issue $5,000,000 receivers' certificates.

Canceling a Railroad Concession.

CITY OF MEXICO, Aug. 30.—A concession was granted by the Federal Government five years ago to the Mexican (Vera Cruz) Railroad for the construction of a line from Vera Cruz to Pueblo, by way of Jalapa and Perote. This concession has just been rescinded by mutual consent of the Government and the concessionaires, the latter being at liberty to stop traffic on the road between Jalapa and Lejeria and remove all material and rolling stock.

All accounts between the Government and the concessionaires are considered settled.

SLOWLY PICKING UP ITS WIRES.

The Western Union Badly Hampered by the Storm—Against Underground Wires.

The Western Union people are slowly picking up the towns and cities which were cut off from communication with New-York by Monday's great cyclone. Many hundreds of wires were broken and it will be some days before they are all repaired. Meanwhile the company is attaching quadruplex instruments to its available wires and is working them to their full capacity.

Superintendent W. C. Humstone of the Western Union was asked yesterday if that company had ever considered the advisability of connecting New-York with Boston, Philadelphia, Washington, Chicago, and other large cities by underground or by insulated wires that would not be damaged by heavy storms.

"We have considered the matter," said he, "and we think the scheme impracticable. The better a wire is insulated, the poorer it is for commercial telegraphy. A perfectly-insulated wire can be worked up to only about one-third of its capacity. Only from ten to fifteen words a minute could be sent on such a wire, so that not only would messages be sent much slower over these insulated trunk lines, but three times the number of wires would be required.

"The reason for this is as follows: Only one electrical impulse can be given to a wire at a time. The wire must discharge that impulse before it can receive another, no matter whether single, duplex, or quadruplex instruments are used. In the ordinary overhead wire there is an opportunity for discharging these impulses at every pole, and at a multitude of places along the way. Therefore impulses can be communicated to the overhead wire with great rapidity.

"In the case of the insulated wire the impulse communicated at one end can be discharged only at the other end. This is the reason why the ocean cables take impulses so slowly. If I could run one good overhead wire to London I could do on it alone the entire business of the eleven Atlantic cables to London."

Suggestions from an Old Telegrapher.

To the Editor of the New-York Times:

Your editorial to-day on the "Protection of Telegraph Wires" is timely. It is a question that has deserved attention for a long time, and I have often wondered at the inconvenience and annoyance the press and the public have submitted to, seemingly without protest. The ordinary transaction of affairs ought not to be at the mercy of any corporation; but that is just the state of affairs we have passed through time and time again, and which has been vividly illustrated in the two recent storms. If there is one time more than another that the importance of immediate communication is apparent, it is in great storms of the character we have just experienced.

It is so generally recognized among users of the telegraph nowadays that no reliance is to be placed on the service during a stress of weather that it is reasonable to suppose the loss of business due to this knowledge more than equals the economies that follow this condition of things.

It is a matter, I think, of common repute among those competent to form and express an opinion that the Western Union Telegraph Company has for years been far in the rear in the character of its pole lines and in the improvement and perfection of its service. The inferiority of its lines is apparent on every hand, and it does not need the eye of an expert to discern this, especially where a comparison with the modern construction of the lines of the Long-Distance Telephone Company is possible.

In the great blizzard, as in the two recent severe storms, the service of the Western Union Company was absolutely prostrated. The Long Distance wires, on the contrary, met with comparatively little damage, and yesterday the latter company worked to Chicago without difficulty over turnpike routes, where the liability to damage from falling trees and other troubles incident to turnpike lines is ten times greater than along the Western Union Company's lines strung beside railways.

There are serious objections aside from expense in the matter of long-distance telegraph or telephone service underground, as you suggest, but there is no obstacle or objection aside from expense to the construction of aerial lines that will not tumble down miles at a stretch at every puff of wind. This is shown by the manner in which the Long-Distance Company maintains its service through the severest weather.

The Western Union Company is far behind the times in its operating service and is the only concern that practically prohibits the introduction of typewriting machines, probably because of expense in introducing them and the possibility of increase in the expense of operating them; and it continues to employ a large class of cheap labor that cannot write, spell, or punctuate.

I have always felt that the advocacy of Government telegraphy was a mistake, but if we are to have absolutely uninterrupted communication between great commercial centres, it must be through Governmental control. The total interruption of telegraphic communication is due more to economy than wind, and it does not need algebraic equations to demonstrate it either. AN OLD TIMER.

NEW-YORK, Aug. 30, 1893.

BUSINESS TROUBLES.

THE NEW-YORK ANDERSON PRESSED-BRICK COMPANY, 1 Union Square.—Two more attachments have been obtained against this company, one for $2,825 in favor of Peter Androvett for freight on bricks from Kreischerville, L. I., to this city, and the other for $630 in favor of David B. Collins. The officers of the company hope to raise money from the stockholders, several of whom are wealthy men, to pay off the most pressing claims. The liabilities for merchandise are said to be about $20,000 and about $50,000 for borrowed money. The factory and plant at Kreischerville is said to be mortgaged for $100,000. The company claims a large surplus of assets, but they are not immediately available. The action of James C. Anderson, the President, in making an application in Chicago for the appointment of a receiver is said to have surprised the Directors here.

NELSON, MATTER & CO., furniture manufacturers at Grand Rapids, Mich., who have an office in this city at 18 to 22 West Eighteenth Street, have been attached for $2,070 in favor of B. L. Solomon's Sons, and for $787 in favor of Ichabod T. Williams and others, both on notes. The Sheriff levied on furniture in the office valued at about $1,700. The business was established twenty-five years ago and the firm was incorporated in March, 1887, with a capital stock of $250,000. The inventory of July 1 last showed assets of $782,000 and liabilities of $457,000. On account of the hard times the company, it is said, has found it difficult to make collections and has been unable to meet all payments in full at maturity. The factory has been running very light lately.

CUMMINGS H. TUCKER, JR., AND FRANCIS C. TUCKER, composing the firm of C. H. Tucker, Jr., & Brother, dealers in railroad and mill supplies at 126 Liberty Street, made an assignment yesterday to Henry D. Fuller, giving preferences for $15,200 on notes discounted by the Chemical National Bank—$3,800 was on the firm's notes and $11,400 on accommodation notes of Cummings H. Tucker. The business was established in 1885. Mr. Fuller, the assignee, said that the failure was caused by the financial stringency, inability to obtain bank accommodations, and poor collections. The liabilities are about $40,000, and nominal assets about the same.

JUSTIN WERTHEIMBER, importer of diamonds at 41 Maiden Lane, having denied the truth of the statement that he had settled with his local creditors at 75 cents on the dollar, a reporter for THE NEW-YORK TIMES called upon M. J. Lasar of 24 John Street and H. Shenkein & Sons, at Nassau and Fulton Streets, for verification of the statement. The members of both these business firms said that they were creditors of Mr. Wertheimber and had settled their accounts with him at the rate given—75 cents on the dollar.

AMERICAN TUBE AND IRON COMPANY.—A statement of the condition of the American Tube and Iron Company was filed in the Dauphin County Court, Penn., yesterday by the receivers, and it shows assets of $2,624,841.10 and liabilities of $1,376,857.20, leaving a net surplus of $1,247,983.90. The sum of $56,654.03 doubtful accounts is not included in the assets.

TWELVE WRITS OF REPLEVIN.—The Sheriff has received twelve writs of replevin against Alexander Simon, Jr., & Co., jobbers in clothing and men's furnishing goods at 706 Broadway, aggregating about $8,100. The Sheriff has also received an attachment for $1,326 in favor of the Mechanics and Traders' Bank.

ORLO ATWOOD & SON, silk manufacturers, with an extensive plant in New-London, Conn., and a weaving mill in this city at the foot of East Sixty-ninth Street, made an assignment yesterday to William A. Gilberts of Stonington, Conn. No schedule of liabilities and assets has yet been filed.

THE COLUMBIA CARRIAGE COMPANY of Milwaukee, in which George C. Cribb, who failed last week, was heavily interested, was put in the hands of a receiver yesterday. Edward Conklin of Racine, Wis., is the receiver. He gave a bond for $30,000.

HAAS, BARNETT & CO., conducting a wholesale notion store on First Street and a retail store on Main Street, Evansville, Ind., have filed a chattel mortgage on their entire property and a bill of sale to secure an indebtedness of $65,684.02. The assets are not stated.

THE FORD COUNTY BANK of Thompson, Blackstock & Co. at Paxton, Ill., has assigned for the benefit of its creditors, being unable to realize on notes and other outstanding paper. The liabilities of the firm are $99,500; assets, $154,000.

JAMES GASTON, a stationer at Somerville, N. J., has failed. His liabilities will amount to $8,000, while his assets will reach about $2,500. He has made ten chattel mortgages securing the home creditors.

ANDREW JENSEN of Great Falls, Mon., proprietor of the largest clothing house in Northern Montana, has assigned. The assignee states that there is a wide margin of assets above liabilities.

THE HOLDEN SMELTING COMPANY'S plant at Aspen, Col., was attached Tuesday for $199,310 by Charles Graham of Philadelphia, one of the owners of the Philadelphia smelter at Pueblo.

DRYFUS & RICH, wholesale dealers in liquors and tobacco at Savannah, have failed. The assets, which are about two-thirds of the liabilities, are $10,000. The liabilities are $15,715.

—Secretary Hoke Smith has approved to the Northern Pacific road 479,541 acres of land in the Spokane Falls District. He has also approved 70,966 acres to the Florida Central and Peninsular Company.

HAD TROUBLE WITH A PORTER.

Nathan Hursh and an Elevated Railway Employe Charge Each Other with Abuse.

Nathan Hursh, sixty-nine years old, a well-known builder and house owner of 158 West Sixty-fifth Street, was charged in the Yorkville Police Court yesterday with assaulting William Griffith, forty years old, a negro porter at the down-town station of the Third Avenue elevated road at Sixty-seventh Street. He was held in $100 bail, and paroled in the custody of his counsel.

Griffith said that at 11:30 o'clock yesterday morning, while he was temporarily in charge of the ticket box, Hursh attempted to pass without a ticket. He refused to let Hursh pass. Hursh, he said, then became enraged, and struck him a violent blow in the mouth with a cane.

Mr. Hursh declared that the charge was false, and that it was an outrage to be locked up on the complaint of a negro. "I was for several years, back in 1849, Sheriff under Sam Brennan." Justice Grady reminded him that the only Brennan who has been Sheriff of the county was Matthew T. Brennan, who served from 1870 to 1873, but Mr. Hursh was positive as to the date. "I am an old friend of Col. Hain," he continued, "to whom I will report this outrage." Mr. Hursh added that Griffith swept dirt upon him as he was going up the stairway of the station. Griffith became abusive when Mr. Hursh remonstrated. Then Mr. Hursh said he would endeavor to secure the porter's discharge. Whereupon, Mr. Hursh said, Griffith ran up the stairs and spoke to the ticket agent, who on Mr. Hursh's arrival refused to sell him a ticket. He remonstrated with the agent, who at once had him arrested.

Griffith denied Mr. Hursh's statements. He said the latter first went to the platform of the up-town station, where he fell asleep on one of the settees. He remained there over an hour and was put off with difficulty. He then went to the other station, and it was because of his condition that a ticket was refused him.

TO-DAY'S SUPPLEMENT CONTAINS

Page 9.

E. M. Shepard's views of Brooklyn's municipal government.

Mr. O. S. Teall at the head of another scheme.

Home rule debate in the Commons.

Priest suing a railroad company.

Stock market stronger.

Not Controller Myers's son.

Byrnes will not allow prize fighting.

Trying to save the Madison Square Bank.

A question that puzzled the police.

Meeting of the American Bar Association.

Golden wedding of William M. Evarts.

State of Trade and Chicago Produce Market.

Court calendars and referees.

Page 10.

Receiver for the Nicaragua Canal Construction Company.

Commercial Affairs.

Live Stock and Foreign Markets.

Post Office notice.

Railroad, Steamboat, and Shipping advertisements.

NOTICE TO THE PUBLIC.

This morning THE NEW-YORK DAILY TIMES consists of TEN PAGES. Every news dealer is bound to deliver the paper in its complete form, and any failure to do so should be reported at the Publication Office.

THE WEATHER.

WASHINGTON, Aug. 30—8 P. M.—Forecast for Thursday:

For *New-England, EASTERN NEW-YORK, Eastern Pennsylvania, New-Jersey*, and *Delaware*, westerly winds and fair weather.

For the *District of Columbia, Maryland*, and *Virginia*, fair weather, westerly winds, becoming variable, and on the coast northeast, followed Thursday night in Southeastern Virginia by light rain. For *Georgia* and *Eastern Florida*, southeast winds and rain preceding a storm centre moving northeast toward Georgia. For *North Carolina* and *South Carolina*, easterly winds and rain preceding a storm centre moving northeast toward Georgia.

For *Western Florida, Alabama, Mississippi*, and *Louisiana*, northerly winds, high on the coast, fair in the interior, rain on the coast attending a storm centre moving northeast toward Georgia. For *Eastern Texas*, northerly winds and fair weather. For *Arkansas, Oklahoma, Indian Territory, Missouri*, and *Kansas*, variable winds, mostly southeast, and fair weather. For *Iowa, Minnesota, Nebraska, North Dakota*, and *South Dakota*, northeast winds, warmer, generally fair, except light local rains in western portions of Nebraska and South Dakota. For *Montana*, variable winds, fair weather. For *Colorado*, variable winds, light local rains.

For *Wisconsin, Lower Michigan*, and *Upper Michigan*, variable winds, becoming southeast, and fair weather. For *Illinois, Indiana, Ohio, Kentucky*, and *Tennessee*, variable winds, mostly northeast, and fair weather. For *West Virginia, Western Pennsylvania*, and *Western New-York*, northeasterly winds and fair weather.

SIGNALS are displayed from Port Eads to Tampa, and from Savannah section to Jupiter.

RIVERS.—The rivers will change slightly.

WEATHER CONDITIONS AND GENERAL FORECAST.—The barometer is highest over the lake regions, lowest in the Gulf of St. Lawrence, and rather low in Assiniboia and the eastern portion of the Gulf of Mexico, where a hurricane is forming and moving northeastward. Rain is reported from the South Atlantic States and East Gulf coast; elsewhere fair weather prevails.

The temperature has fallen decidedly in the Rocky Mountain plateau region and along the Atlantic coast. The hurricane in the East Gulf will move northeastward over Florida.

The following heavy rainfalls (in inches) were reported during the past twenty-four hours: Hephzibah, Ga., 1.73; Florence, S. C., 2.80.

The following shows the changes in the temperature for the past twenty-four hours, in comparison with the same date of last year, as indicated by the thermometer at Hudnut's pharmacy, 218 Broadway:

	1892.	1893.		1892.	1893
3 A. M.	70°	67°	3:30 P. M.	76°	80°
6 A. M.	69°	63°	6 P. M.	74°	77°
9 A. M.	73°	67°	9 P. M.	70°	71°
12 M.	75°	72°	12 P. M.	70°	67°

Average temperature yesterday.......70¼

Average for same date last year.......72¼

Average for same date last fifteen years.......70¼

LOSSES BY FIRE.

LA GRANDE, Oregon, Aug. 30.—The town of Elgin was almost wiped out by fire yesterday morning. Loss, $50,000; insurance small.

SOREL, Quebec, Aug. 30.—The Richelieu & Ontario Company's shops and molding rooms were burned to-day. Loss, $50,000.

ARE YOU TIRED, depressed, no appetite, no vigor? Take MILHAU'S CALISAYA, an excellent tonic appetizer and anti-malarial. MILHAU, 183 Broadway.—*Advertisement.*

Mrs. Winslow's Soothing Syrup

Has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhea. Sold by all druggists in every part of the world. Twenty-five cents a bottle.

It is Never Too Late

to cleanse the teeth, and render the breath odoriferous with fragrant SOZODONT, but it is best to use this wonderful vegetable elixir before the teeth begin to fail, and the breath to lose its freshness.

E. & W. "Octa." "Shattemuc." E. & W. Either style if you wear a low collar.

MARRIED.

HARTMANN—SCHWEITERING.—On Tuesday, Aug. 29, at the residence of Mrs. A. Poppenhusen, College Point, L. I., by the Rev. John Baumeister, HERMANN HARTMANN to ANNA SCHWEITERING, both of New-York City.

DIED.

Fenn, Alfred C.	Jones, Thomas D.
Harvey, Hayward A.	Post, Mary E.
Huntington, Theodore.	Preller, William.
Saportas, Napoleon A.	

FENN.—On Tuesday, Aug. 29, ALFRED C. FENN, aged 48 years.

Funeral services will be held in the Masonic Temple Thursday evening, Aug. 31, at 8 o'clock.

HARVEY.—At Orange, N. J., on Monday, Aug. 28, 1893, HAYWARD AUGUSTUS HARVEY.

Funeral services will be held at his late residence 455 Main St., Orange, N. J., on Thursday, Aug. 31, on arrival of 1:30 P. M. train (D., L. and W. R. R.) from New-York.

HUNTINGTON.—On Tuesday, Aug. 29, 1893, THEODORE, infant son of Samuel V. V. and Marie V. V. Huntington.

JONES.—On Monday, Aug. 28, at Greenfield, Mass., Hon. THOMAS DUDLEY JONES, formerly of Brooklyn, N. Y., in the 75th year of his age.

Interment at Greenwood Thursday, Aug. 31, at 1:30 P. M.

☞ Ellsworth (Me.) papers please copy.

POST.—On Tuesday morning, Aug. 29, 1893, MARY ESTHER, widow of Augustus T. Post, and daughter of the late Rev. Daniel R. Austin.

Services from her residence, 49 Remsen St., Brooklyn, on Thursday at 2 P. M.

☞ Philadelphia papers please copy.

PRELLER.—Entered into rest, on Wednesday morning, Aug. 30, at his residence, 101 Madison St., Brooklyn, WILLIAM PRELLER, in the 88th year of his age.

Funeral private.

☞ German and English papers please copy.

SAPORTAS.—At Maplesville, Ala., on Aug. 29, NAPOLEON A., son of the late Edward Saportas of this city, in the 29th year of his age.

MOUNT HOPE CEMETERY.
Office, 380 6th Av.,
Corner 23d St., New-York.

Special Notices.

DESKS AND OFFICE FURNITURE IN GREAT variety manufactured by T. G. SELLEW, 111 Fulton St.

FINANCIAL AND COMMERCIAL

THE STOCK MARKET AGAIN HIGHER AND BROADENING.

Orders from the Country, from London, and from Local Operators Strong Evidence of Returning Confidence—Smart Advances All Along the Line—Banks Reopening and Manufactories and Mills Resuming Operations—Signs of Improvement in the Money Situation.

NEW-YORK,
WEDNESDAY, Aug. 30—P. M.

The restoring of the telegraph service brought into to-day's stock market many buying orders from out of town, while London was even a heavier purchaser than yesterday. Added to these conditions were the operations of a local combination on rather a liberal scale, and the result was a more active and a wider market than has prevailed for some time. The upward movement began at the opening and continued without cessation until after 1 o'clock. About that time the professional element began working for a reaction, and it received considerable assistance from the reports of rioting in Chicago. Prices for a time looked rather weak, but rallied quite sharply when it was discovered that the Chicago trouble had been exaggerated, and closed firm.

Sugar was the most active stock. It hesitated slightly at the opening, and after selling at 82½ moved up to 86 on large transactions. From that point it reacted to 83⅜, and closed at 84⅛, a net gain of 1⅛ points on sales of 57,970 shares. There was no news concerning the property other than a rumor that the regular dividend will be paid. The fluctuations were due to the operations of a pool, in which Mr. Keene and Mr. White are credited with being largely interested. St. Paul came next with transactions numbering 24,490 shares. It moved between 56⅝ and 58½, and closed at 57½, a net advance of ¾. Distilling and Cattle Feeding was only slightly less active than St. Paul, and sold up to 23⅜, closing at 21½. It is understood to be the intention of the trust to resume operations in several of its distilleries at an early day. Western Union fluctuated between 79¼ and 81, and closed at 80, a gain of ⅛. It was held in check by rumors of severe losses by the recent storm. Chicago Gas advanced to 55 early in the day, fell back 1½ points, and closed at 53¾, a net gain of ⅜. The refusal of the Fidelity Trust Company to distribute its scrip dividend recently declared will lead, it is said, to a modification, if not an entire change, in the relations of the two companies. General Electric was one of the few stocks which displayed weakness. It was sold principally by Boston, and closed 1¾ points down. Atchison was in good demand all day, and closed ¾ higher. Fifty-seven per cent. of the day's business was done in the stocks named.

Trading in the general list was quite good, and the net advances were even more numerous and in many cases greater than yesterday. United States Rubber preferred gained 9 points, the common 4, Tobacco 6¾, Pullman 5, Erie preferred 4½, Consolidated Gas 3¼, Canadian Pacific 3⅛, and Manhattan 3. Nearly all the prominent railway stocks gained from 1 to 2¾ points.

The predominating sentiment was one of hopefulness. The news of the day was of the reopening of banks which were compelled to suspend a few weeks ago and of the resumption of operations by manufactories, locomotive works, and rolling mills. The impression is growing that the Senate may be more prompt in the repeal of the purchasing clause of the silver bill than was thought possible last week. The money situation also shows signs of improvement. While as yet few time loans are made, it is felt that before long the supply of funds will be sufficient for all legitimate purposes. Already money is coming back from the country in at least as large volume as it is going out, and the country banks are no longer urgent for rediscounts. Reports from the savings banks indicate that their deposits once more equal withdrawals, a sure sign of returning confidence. The premium on currency is now down to nominal figures, money brokers paying 30 cents a hundred and selling at 50 cents. The continued demand for bonds both for the investment and speculative issues is one of the encouraging signs of the times. The appointment of a receiver by the United States Court for the Nicaragua Canal Company was not known until after the close of business.

NEW-YORK STOCK EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Closing. Bid.	Closing. Asked.	Sales.
American Cotton Oil	32½	33½	32	33	32½	33	2,575
American Cotton Oil pf	64	65	64	65	64	66	380
American District Telegraph	35	35	35	35	..	..	100
American Express	108	108	108	108	103	108	13
*American Sugar Refining	83	86	82½	84½	84	84¼	57,970
*American Sugar Refining pf	82½	85½	82½	85½	83	84½	670
American Telegraph & Cable Co.	76½	76½	76½	76½	75½	..	90
*American Tobacco	68	73½	68	72	72½	73	930
Atchison, Topeka & Santa Fé	17½	18¼	17⅛	17¾	17⅝	17¾	10,344
Atlantic & Pacific	2	2	2	2	1⅞	2¼	200
Baltimore & Ohio	68⅜	68⅜	68⅜	68⅜	67	70	100
*Brooklyn Elevated	20	20	20	20	18	19½	10
Canada Southern	46½	47	46½	47	46½	47	710
Canadian Pacific	74⅝	74⅝	74⅝	74⅝	74¾	75½	200
Central Pacific	20	21	20	21	20¼	21¼	85
Chesapeake & Ohio	16¾	17⅛	16¾	16¾	16½	17	3,175
Chicago Gas	52½	55	52½	53¾	53¾	54	18,023
Chicago & Alton	130	130	130	130	128	135	10
Chicago & Eastern Illinois	52¾	53	52¾	53	53	54½	200
Chicago & Eastern Illinois pf	88	89	88	89	89	90½	300
Chicago & Northwestern	98¼	98¾	98	98	97¾	98	3,846
Chicago & Northwestern pf	133½	133½	133½	133½	133	134	100
Chicago, Burlington & Quincy	79	80½	78¾	79¾	79⅞	80	7,167
C., C., C. & St. Louis	36	36½	36	36	35	36	1,300
Chicago, Mil. & St. Paul	57	58½	56⅝	57½	57½	57⅝	29,490
Chicago, Mil. & St. Paul pf	112½	112½	112½	112½	112¼	..	370
Chicago, Rock Island & Pacific	61	62	60¾	61¼	61¼	61¾	6,836
Colorado Coal & Iron, Dev	9	9¾	9	9¾	9½	10	400
Colorado Fuel & Iron	20	20	19½	19½	19	20	200
Columbus & Hocking Coal	6¼	7½	6¼	7¼	7½	8	1,600
Columbus Hock. Val. & Toledo	16¼	17¼	16¼	16¼	16¼	16⅜	1,750
Consolidated Gas Company	123	127	123	126¾	125½	127	1,260
Delaware & Hudson	114¼	114¼	114	114	111½	113½	40
Delaware, Lack. & Western	137	137⅞	136	136	135½	136½	2,810
Denver & Rio Grande	10¼	10¼	10¼	10¼	10¼	10¾	200
Denver & Rio Grande pf	29⅝	30	29¼	29½	29⅝	29¾	1,150
Distilling & Cattle Feeding	21½	23⅜	21⅜	21½	21½	21⅝	24,410
*Duluth, South Shore & A.	6	6	6	6	6	8½	100
Edison Electric Illuminating	84	84	84	84	83	85	250
Evansville & Terre Haute	92	93	89	89	90	93	900
General Electric	40½	40¾	38⅞	38⅞	38¾	39	11,898
Great Northern pf	103	103	103	103	102	105	100
Green Bay & Winona, t. r.	6¼	6¼	6¼	6¼	6¼	7	100
Illinois Central	93	93½	93	93¼	93	93½	520
Iowa Central pf	20	20	20	20	20	22	15
Laclede Gas	12½	12½	11¾	11¾	11	11¾	600
Laclede Gas pf	53	58	53	53	52	55	118
Lake Erie & Western	14⅞	15½	14⅞	15¼	15	15⅝	700
Lake Erie & Western pf	64	64	64	64	63	64	110
Lake Shore	118	118¾	118	118½	118	118¼	2,642
Louisville & Nashville	54	55¼	53⅝	54¾	54⅝	54⅞	5,980
Louisville, New-Albany & Chicago	12¾	12¾	12¾	12¾	13	14	100
Louisville, New-Albany & Chi., t. r.	11½	11⅞	11½	11⅞	..	..	200
Manhattan Consolidated	115½	119	115½	117½	117	118	2,150
Michigan Central	86½	86½	86½	86½	86	90	230
Minneapolis & St. Louis, t. r.	10	10	10	10	10	11	255
Minneapolis & St. Louis pf., t. r.	25	26	25	26	25¼	30	400
Missouri Pacific	22½	23½	22¼	22½	22¼	22½	5,860
Missouri, Kansas & Texas	11½	11½	11⅜	11⅜	11⅜	11½	700
Missouri, Kansas & Texas pf	17¼	19	17¼	18½	18⅜	18½	620
Mobile & Ohio	12	13¼	12	13¼	12	13¼	580
Morris & Essex	138¼	138¼	138¼	138¼	..	..	180
National Cordage, 2d as. paid	22½	23½	20⅝	21	20¾	21½	3,020
National Cordage pf., 2d as. paid	46	46	46	46	45	48	180
*National Lead Company	29	29⅞	28½	29	29	29½	4,135
*National Lead Company pf	69	69	69	69	68½	70	377
National Starch	8¾	8¾	8¾	8¾	7	10	105
New-Jersey Central	99	101	99	100¼	100	101	457
New-York Central	100⅝	102	100½	101¾	101½	101¾	1,749
New-York & New-England	22⅝	23¼	22	22½	22¼	22¾	4,595
New-York, Chicago & St. Louis	12½	13	12½	13	12½	13	400
New-York, Chicago & St. L. 2d pf	23	23½	23	23	22½	23¼	500
New-York, Lake Erie & Western	14¾	15	14	14½	14½	14⅝	1,290
New-York, Lake Erie & Western pf.	29	29½	29	29½	28	29	300
New-York, Sus. & Western	11¾	12½	11¾	12½	12	12½	475
New-York, Sus. & Western pf., new	41½	42¼	41½	42	42	42½	971
Norfolk & Western	6	6¼	6	6¼	..	..	300
North American	4⅝	5⅛	4⅝	4⅞	4⅞	5	1,920
Northern Pacific	7	7	6⅛	6⅛	6⅛	6¼	8,020
Northern Pacific pf	23	23½	22⅞	23	23	23⅛	1,419
Ohio & Mississippi	15	15	15	15	15¼	17	100
Ontario & Western	14½	14¾	14⅜	14½	14½	14¾	1,770
Oregon Improvement	10	10	10	10	9¾	13	300
Oregon Railway & Navigation	40	40	40	40	40	50	50
Oregon Short Line & U. N.	9	9	9	9	7	10	200
Pacific Mail	10¼	11½	10	11½	11¼	11½	1,825
Peoria, Decatur & Evansville	8	8	7½	7½	7½	8	400
Philadelphia & Reading	17¼	18⅛	17	17½	17⅝	17⅞	8,460
Pittsburg & Western pf	27½	27½	27½	27½	27½	28½	25
P., C., C. & St. L.	13	13	13	13	12¾	16	100
P., C., C. & St. L. pf	42½	43	42½	43	44	46	235
Pullman Palace Car Company	152	155	152	155	154	156	451
Richmond & W. P., 1st ins. pd	¼	¼	¼	¼	⅛	⅜	500
Richmond & W. P., 2d ins. pd	2	2¼	2	2	1¾	2	1,830
Rome, Watertown & Ogdensburg	101	101	101	101	102	104	20
St. Louis Southwestern	4½	4½	4½	4½	4	5	200
St. Louis Southwestern pf	8½	8⅞	8½	8½	8¼	8½	1,280
St. Paul & Duluth pf	90	90	90	90	89	92	10
St. Paul & Omaha	30⅜	32	30¼	31⅜	31⅜	31⅝	4,100
St. Paul & Omaha pf	100	101	100	101	101	104	200
St. Paul, Minn. & Manitoba	100	100	100	100	102	106	50
Southern Pacific	20⅝	21¼	20⅝	21	20½	21¼	700
Tennessee Coal & Iron	14	15	14	14½	14	14½	2,820
Texas Pacific	6	6⅛	5⅞	6⅛	6¼	6½	1,200
Tol., Ann Arbor & North Michigan	8½	9	8½	9	9	9½	510
Union Pacific	21⅝	22¾	21⅝	22½	22⅜	22½	3,268
U. P., Denver & Gulf	6½	6½	6½	6½	6	6½	100
United States Express	50	50	50	50	47	52	100
United States Rubber	26	29	26	29	29	32	300
United States Rubber pf	67	68	65	68	65	69	340
Wabash	7	7¼	7	7¼	7	7¼	850
Wabash pf	15½	15¾	15⅜	15⅜	15⅜	15⅝	900
Western Union Telegraph	80¼	81	79¼	80	79⅞	80⅛	20,582
Wheeling & Lake Erie	13	13¼	12½	13⅛	11	13½	770
Wheeling & Lake Erie pf	41¼	41¼	41¼	41¼	36½	41½	130
Total sales							299,211

*Unlisted.

Mortgages.

	First.	High.	Low.	Last.	Sales.
Amer. Cot. Oil 8s.	108⅛	108⅛	108⅛	108⅛	$2,000
At., T. & S. Fé 4s.	73¼	73¼	73¼	73¼	10,000
At., T. & S. Fé 2d 2½-4s, A.	40½	40½	40½	40½	34,000
Aus. & N. W. 1st.	82¾	83	82¾	83	12,000
B., R. & P. gen. 5s.	98¼	98¼	98¼	98¼	1,000
Canada So. 1st.	101¼	102	101¼	102	34,000
C. of N. J. gen. 5s, r.	107	108	107	108	4,000
C. & O. gen. 4½s.	68¼	68½	67¾	68¼	45,000
C. & O. con. 5s.	96	96½	96	96½	18,000
C. & O., R. & A. 1st con. 2-4s.	75	76	75	76	15,000
Chi. & E. I. gen. 5s.	95	95	94½	94½	6,000
Chi. & N. P. 1st.	45⅞	46½	43½	44	108,000
C. & W. I. gen. 6s.	108	108	108	108	9,000
C., B. & Q., Iowa 4s.	89	89	89	89	1,000
C., B. & Q. 7s.	113½	114¾	113½	114¼	14,000
Chi. G. & C. 1st.	76	78	76	78	23,000
Col. & H. V. 5s.	80	82	80	81	18,000
Col. & H. V. 6s.	83½	83½	83½	83½	8,000
Col. Mid. 1st 6s.	85	90	85	90	4,000
Col. Mid. con. 4s.	36	40	36	40	33,000
Con. Gas of C. 5s.	71	72	71	72	50,000
Det., M. & M. l. g.	20	20	20	20	2,000
E. T., V. & G. g. 5s.	84	85	84	85	3,000
Edison El. Ill. of N. Y. 1st.	97	100	97	99½	39,000
Eliz. & Big S. 1st.	89	89	89	89	18,000
Eq. Gas of C. 1st.	90	90	90	90	1,000
Erie 2d con.	74½	75¼	74½	75	27,000
Ft. W. & D. C. 1st.	69½	71½	69½	71	36,000
Gen. Elec. deb. 5s.	70	70	70	70	8,000
I. & G. N. 1st con. [illegible] coupons off.	104¾	104¾	104¾	104¾	4,000
I. & G. N. 2d 4½-5s.	59	59	59	59	3,000
Iron Mt. 2d.	98	98	98	98	1,000
Iron Mt. gen. 5s.	70	70½	70	70½	28,000
Kan. Pacific con.	90	92	90	92	24,000
K. & T. 1st g. 4s.	73¾	74	73¾	74	75,000
K. & T. 2d g. 4s.	37½	38	37½	38	20,000
Laclede Gas 1st.	72	72½	72	72½	48,000
Lake S. 1st con., c.	115	115	115	115	1,000
L. & W. B. con. as.	102	102	102	102	5,000
L. & N. gen. 6s.	112	112	112	112	5,000
L. & N. col. tr. 5s.	100	100	100	100	10,000
Met. Elev. 1st.	112½	113	112½	113	8,000
Mex. Nat. 1st 6s.	70½	70½	70½	70½	10,000
M. C. 5s, 1931, r.	104	104	104	104	2,000
M. & N. 1st, 1913, cn.	105	105	105	105	4,000
Mo. Pac. 1st 4s.	94½	94½	94½	94½	5,000
M. & Ohio gen. 4s.	49	49	49	49	1,000
M. & Ohio new 6s.	109	109	109	109	1,000
N. Y. C. & St. L. 1st.	91½	91½	91½	91½	1,000
N. Y. Elev. 1st.	107⅝	107⅝	107⅝	107⅝	5,000
N. Y., L. & W. 1st.	120	120	120	120	2,000
N. Y., O. & W. rfdg. 4s.	78½	78½	78½	78½	1,000
N. Y., S. & W. rfgd. 5s.	99	99	99	99	1,000
*North. P. 1st, r.	101	101	100	100	25,000
North. Pac. 2d, c.	88	88	88	88	4,000
North. Pac. 2d, r.	87	87	85	85	10,000
North. Pac. con. 5s.	34	34¾	33½	34¼	185,000
Ohio & M. s. f. 7s.	103	103	103	103	2,000
Ore. Imp. con. 5s.	43⅝	45¼	43⅝	45	13,000
Oregon Imp. 1st.	99	99	99	99	1,000
Oregon S. L. 6s.	80	82½	80	82½	15,000
O. S. L. & U. N. con	59½	60	59½	60	18,000
Ore. R. & N. 1st.	100	100	190	100	5,000
Pitts. & W. 1st.	75	75	75	75	22,000
Read. 1st pf. inc.	31	32½	31	32	102,000
Read. 2d pf. inc.	20	21	20	20½	66,000
Read. 3d pf. inc.	16½	17	16½	17	25,000
Read. def. inc.	4½	4¾	4½	4¾	24,000
Read. gen. 4s.	68	68⅞	68	68⅞	13,000
Rich. & Dan. 6s.	103	103	103	103	5,000
R. & W. P. T. tr. 6s, t. r.	47	47	47	47	5,000
R. & W. P. T. col. tr. 5, t. r.	20½	21	20½	21	35,000
Rock Island 5s, c.	90½	90½	90	90½	133,000
R., W. & O. con.	105½	105½	105½	105½	6,000
St. L. & S. F. con. 4s.	53	60	53	60	27,000
St. L. & S., F. cl. C.	102	102	102	102	1,000
St. Louis S. W. 1st.	57	57¾	57	57¾	19,000
†St. Louis S. W. 2d.	17	19½	17	19½	54,500
St. P. & Om. con.	113	113	113	113	2,000
St. Paul term. 5s.	102	102	102	102	1,000
St. P. 1st, C. & Mo. R. 5s.	96	97	96	97	7,000
St. P. 1st, D. & G. 5s.	99	100	99	100	23,000
St. P. 1st, S. Minn.	108	108	108	108	1,000
St. P., M. & M. 1st, Dakota.	109¾	109¾	109¾	109¾	1,000
St. A. & A. P. 4s.	52	52	52	52	10,000
T. C. & I. 1st, B.	70	70	70	70	3,000
T. & N. O. 1st, on 5s.	90¾	90¾	90¾	90¾	5,000
Texas Pac. 1st 5s	64	64	64	64	1,000
Texas Pac. 2d inc.	16¼	16½	16¼	16½	26,000
Union Elev. 1st.	99¼	101	99¼	101	40,000
U. P. 1st of 1896	102	102	102	102	1,000
U. P. col. notes.	80	82	80	82	11,000
U. P., D. & G. 5s	42½	44	42½	44	39,000
Vir. Mid. gen.	74	74½	74	74	8,000
Wabash 1st.	98	98	98	98	5,000
Wabash 2d.	69¾	69¾	69	69	4,000
W. N. Y. & P. 1st	95	95¼	95	95¼	16,000
W. N. Y. & P. 2d.	20¼	20¼	20¼	20¼	5,000
W. U. col. tr. 5.	97	97	97	97	5,000
West Shore 4s, c.	95½	97	95½	97	9,000
Wis. Cent. 1st.	70	70	70	70	5,000
Total sales					$1,886,500

*Including $5,000 at 100½. Seller 10 flat. †Including $500 at 15½.

Bid and Asked Quotations.

The following were the closing quotations for stocks in which there were no transactions:

	Bid.	Asked.		Bid.	Asked.
Adams Ex.	135	145	Iowa Cent.	6	7
Alb. & Sus.	150	..	Kan. & Mich.	7½	11
Alton & T. H.	16	20	Long Island	93	98
Amer. Coal	75	90	L. St. L. & T.	4	7¼
Am. Tob. pf.	83	..	Man. Beach	3	5
Bruns. Co.	3	5	Md. Coal pf.	45	60
B., R. & P.	20	..	Minn. Iron	..	60
B., R. & P. pf.	..	70	N., C. & St. L.	56	65
B., C. R. & N.	37	..	Nat. Lin. Oil	16	19
Chi. Stock Y.	70	..	New Cent. C.	6½	8
C. C. & St. L. pf.	70	75	N. Y. & N. H.	180	185
Clev. & Pitts.	140	..	N. Y. & N. pf.	6	9
C., H. V. & T. pf.	57	60	N. Y., C. & St. L. 1st pf.	55	56½
Con. Coal	24	30	Norfolk So.	47	..
D. M. & Ft. D.	4½	6½	Nor. & W. pf.	23	24
D. M. & Ft. D. pf.	13	30	Ohio South.	25	40
*D., S. S. & A. pf.	12	17	Ont. Mining	7	9
E. T., Va. & Ga.	¼	½	Penn. Coal	240	300
E. T., Va. & Ga. 1st pf.	6	12	Peo. & East.	3	8
E. T., Va. & Ga. 2d pf.			P., F. W. & C.	140	146
Flint & P. M.	9	14	Quicksilver	1½	2½
Homestake	11	..	Rens. & Sar.	155	165
H. & Texas	1½	4	R. & W. pf. t. r.	12½	14
			St. L. So.	95	..
			St. P. & Dul.	23	25
			Tol. & O. C.	23	30
			Tol. & O. C. pf.	..	70
			Wells-F. Ex.	125	130

*Unlisted.

CONSOLIDATED EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Sales.
Am. Sug. Ref.	83	85¾	82⅞	84¼	23,030
Am. Sug. Ref. pf.	85½	85½	85½	85½	10
Am. Cotton Oil	32¾	33½	32¾	33	500
Am. Tobacco	68¾	72	68¾	72	320
At., Top. & S. F.	17⅝	18⅛	17⅝	17¾	2,580
Col., H. V. & Tol.	16⅜	16½	16⅜	16½	200
Ches. & Ohio	16¾	17	16¾	17	500
Chicago Gas	52½	54⅞	52½	53⅝	4,960
Ch., R. I. & Pac.	61	62	60⅞	61¼	12,000
Ch., B. & Q.	79⅛	80¼	79	79⅞	4,200
Ch., Mil. & St. P.	57	58⅛	56⅝	57⅝	30,910
Ch. & Northw'n	98¼	98⅜	97⅞	97⅞	120
C., St. P., M. & O.	31	31¾	31	31¾	500
Cent. of N. J.	100	100	100	100	110
Den. & R. G. pf.	29⅜	29¾	29⅜	29¾	300
Del., L. & W.	137¾	137⅞	137½	137⅞	700
Dist. & C. F.	21½	23⅝	21⅜	21⅝	3,690
General Electric	40⅜	40⅝	38⅞	38⅞	3,080
Hock. C. & I.	7	7¼	6⅞	7¼	300
Illinois Central	93	93	93	93	100
Lake Shore	118	118½	117¾	118½	40
L. E. & Western	15	15½	15	15½	300
Louis. & Nash.	53⅝	54⅞	53⅝	54¼	728
Manhattan	118¼	118¼	118¼	118¼	100
Mo. Pacific	22⅞	23¼	22⅞	23¼	390
M. & St. L. pf., t. r.	25	26⅜	25	26⅜	200
North American	4⅞	4⅞	4⅞	4⅞	100
Nat. Cordage	22⅛	23¼	22	22	200
National Lead	29	29½	29	29½	300
N. Y., L. E. & W.	15	15	14⅝	14⅝	20
N. Y. & N. Eng.	22⅞	23¼	21⅞	22¾	5,190
N. Y., Sus. & W.	12½	12½	12½	12½	100
Northern Pacific	6¼	6¼	6¼	6¼	310
North. Pacific pf.	23	23⅞	23	23¼	450
Pacific Mail	10½	11	10½	11	200
Phil. & Reading	17	17¾	16⅞	17⅜	2,550
Rich. & W. P.	2⅛	2⅛	2⅛	2⅛	10
T., A. A. & N. M.	8¾	9	8¾	9	200
Tenn. Coal & Ir.	14½	14½	14	14¼	300
Texas Pacific	6	6	6	6	200
Union Pacific	22	23	21¾	21¾	220
Western Union	79⅞	80¾	79⅞	80	3,150
Wabash	7⅛	7¼	7⅛	7¼	200
Wabash pf.	15⅝	15⅝	15⅝	15⅝	100
Wheeling & L. E.	13	13	13	13	100
Total sales					103,628

Bonds.

	First.	High.	Low.	Last.	Sales.
At., T. & S. F. 2d, A.	40½	40½	40½	40½	$7,000
Can. South. 1st.	102	102	102	102	3,000
Ches. & Ohio 5s.	96	96	96	96	3,000
Chi. & E. Ill. 5s.	95	95	95	95	3,000
Ft. W. & D. C. 1st.	70	71	70	71	5,000
Laclede Gas 5s.	72	72½	72	72½	8,000
Met. Elev. 1st.	112¾	112¾	112¾	112¾	2,000
Mo., K. & T. 2d.	37¾	37¾	37¾	37¾	10,000
North. Pac. con.	34¼	34¼	34¼	34¼	25,000
Oregon Imp. 5s.	45	45	45	45	2,000
P. & R. 1st pf. inc.	32¼	32¼	31¾	31¾	17,000
P. & R. 2d pf. inc.	21	21	20¾	20¾	27,000
P. & R. gen. 4s.	68	68	68	68	2,000
Rock Island 5s, c.	90¼	90½	90¼	90½	4,000
Pitts. & West. 1st.	75¼	75¼	75¼	75¼	3,000
St. P. & M. con.	113	113	113	113	1,000
Texas Pacific 2d.	16½	16½	16½	16½	5,000
Total sales					$127,000

Mining Stocks.

La Crosse	.04	.04	.04	.04	500

THE MONEY MARKET.

Money on call loaned at from 2@4 ₱ cent. The last loan was made at 2 ₱ cent.

Time money was firmly held, a good commission in addition to the 6 ₱ cent. rate being paid to those who could get it. Mercantile paper was in large supply with a limited demand.

Call money in London was quoted at 4 ₱ cent., short and three months' bills at 3¾@4 ₱ cent.

Clearing House exchanges to-day were $58,399,168; balances, $3,239,079. The Sub-Treasury's debit balance was $39,776.

The New-York Clearing House did not issue any additional loan certificates to-day. The amount outstanding is $38,280,000. None was issued in Boston, the amount outstanding remaining at $11,040,000.

CHANGES IN STOCKS.

ADVANCED.

American Cot. Oil pf.	3	Minn. & St. L. pf., t. r.	2
American Sugar Ref.	1⅝	Mo., Kan. & Texas	⅞
Amer. Sugar Ref. pf.	5½	Mo., Kan. & Texas pf.	1¾
American Tobacco	6¾	Mobile & Ohio	1¼
Atch. T. & S. Fé	¾	National Lead	½
Canada Southern	1	National Lead pf.	3
Canadian Pacific	3⅛	National Starch	1¾
Chesapeake & Ohio	¾	New-Jersey Central	2¾
Chicago Gas	⅜	New-York Central	1½
Chi. & East. Ill. pf.	1	N. Y., Chi. & St. L.	1½
Chicago & N. W. pf.	3	N. Y., Chi. & St. L. 2d pf.	3
Chi., Mil. & St. P.	¾	N. Y., L. E. & W. pf.	4½
Chi., Mil. & St. P. pf.	1	N. Y., Sus. & West.	1
Col. Coal & Iron Dev.	1½	N. Y., Sus. & W. pf., n.	1
Col. & Hock. Coal	1	Ohio & Miss.	½
Consolidated Gas	3¾	Oregon Improvement	1
Denver & Rio G. pf.	1⅛	Pacific Mail	1½
Edison Elec. Ill.	2	P., C., C. & St. L. pf.	1
Great Northern pf.	2⅞	Pullman Car	5
Illinois Central	¾	St. Paul & Omaha	1½
Laclede Gas	1¼	St. Paul & Omaha pf.	1
L. E. & Western pf.	2½	Tennessee Coal & Iron	1
Louisville & Nashville	¾	T., A. A. & N. M.	¾
L., N. A. & Chi.	¾	Union Pacific	¾
L., N. A. & Chi., t. r.	1⅜	U. S. Express	4½
Manhattan	4	U. S. Rubber	4
Michigan Central	2½	U. S. Rubber pf.	9
Minn. & St. Louis, t. r.	1		

DECLINED.

Evans. & T. H.	3	Nat. Cord., 2d as. pd.	1⅜
General Electric	1¾		

RAILWAY AND OTHER BONDS.

The railway mortgage market was active and higher. The principal changes were:

ADVANCED.

At., T. & S. F. 2d, A.	2	N. Y., Lack. & W. 1st	2
Buff., R. & P. gen.	1¼	N. Y., O. & W. ref. 4s.	1½
Canada Southern 1st.	1	North. Pacific con. 5s.	½
Ches. & Ohio gen. 4½s.	1¼	Oregon Imp. con.	1
Ches. & Ohio con. 5s.	½	Oregon Imp. 1st.	9½
C. & O., R. & A. 1st con. 2-4s.	1	Or. S. L. & U. N. con.	2½
		Reading 1st pf. inc.	1¾
Chi., Bur. & Q., Iowa 4s.	2	Reading gen. 4s.	1⅝
Chi., Bur. & Q. con.	1¼	Rich. & W. Pt. 6s, t. r.	1
Chi. Gas L. & C. 1st.	3	Rich. & W. Pt. 5s, t. r.	1
Col., H. V. & Tol. 5s.	3	St. L. & S. F. cn. 4s.	10
Col. Midland con. 4s.	3¾	St. L. & S. F., Class C.	2
Cons. Gas of Chi. 5s.	2	St. Louis S. W. 1st.	1
E. T., Va. & Ga. g. 5s.	1	St. Louis S. W. 2d.	3½
Edison Elec. Ill. 1st.	2½	St. P. & Omaha con.	1
Equit. Gas of Chi. 1st.	5	St. P. Terminal 5s.	3
Erie 2d con.	¾	St. P. 1st, S. Minn.	1½
Ft. W. & D. C. 1st.	3½	Texas Pacific 1st.	3
General Elec. deb. 5s.	5	Union Elevated 1st.	2
I. & G. N. 1st, c. off.	1¾	U. P., col. tr. notes.	8¾
Iron Mountain 2d.	4	U. P., Den. & G. 5s.	2½
Kansas Pacific con.	2½	Wabash 1st.	1
Kansas & Texas 2d.	1	W. N. Y. & Penn. 1st.	1¼
Lake Shore 1st con., c.	1	W. N. Y. & Penn. 2d.	2¼
Louis. & Nash. gen. 6s.	1	West Shore 4s.	1½
Mobile & Ohio gen.	2⅞	Wisconsin Central 1st.	5
N. Y., C. & St. L. 1st.	1		

DECLINED.

Austin & N. W. 1st.	1	Eliz., Lex. & B. S. 1st.	2
Chi. & North. P. 1st.	1	San A. & A. Pass 4s.	3
Chi. & W. Ind. gen.	1		

Government bonds were firm. The 2s advanced 1. The sales on call were $5,000 4s coupon at 111½@112. The following were the closing quotations:

	Bid.	Asked.		Bid.	Asked.
2s, 1891, r.	98	..	Cur. 6s, 1896.	103	....
4s, r.	111	112½	Cur. 6s, 1897.	106	....
4s, c.	111	112½	Cur. 6s, 1898.	109	....
Cur. 6s, 1895.	101	..	Cur. 6s, 1899.	111	....

FOREIGN AND DOMESTIC EXCHANGE.

The foreign exchange market was dull and steady. Posted rates for sterling were $4.82½ for sixty-day bills and $4.87½ for demand. Actual business was done at $4.82@$4.82½ for sixty-day bills, $4.86@$4.86¼ for demand, $4.87@$4.87¼ for cable, and $4.81 for commercial.

In Continental exchange, francs were quoted at 5.22½ for long and 5.20 for short, reichsmarks at 94¼ and 95¼, and guilders at 40¼ and 40½.

New-York exchange was quoted as follows: Philadelphia—Exchange offered at $5 premium, $2.50 bid. Boston—New-York funds, 30@40c premium. Chicago—Exchange, $1 discount. New-Orleans—Commercial, $4 premium; bank, $5@$6 premium. Savannah—Buying, ½ off; selling, par to ¼ discount. San Francisco—Sight, 15 premium; telegraph, 25 premium.

SILVER STATISTICS.

Silver bullion certificates were not quoted to-day. There were no sales.

Bar silver in London was firm at 34½d ₱ ounce. The New-York price for bars was 73⅜c an ounce. Mexican silver dollars were quoted at 59c.

The Mercantile Safe Deposit Company reports silver on hand 161,053 ounces; none deposited or withdrawn; certificates outstanding, 160.

BIDS FOR BANK STOCKS.

City	400	Manhattan	175
Eleventh Ward	200	Seaboard National	173
German American	110	Western National	105

RAILWAY EARNINGS.

	1893.	Increase.	Decrease.
Wabash for July—			
Gross	$1,150,783	$35,481	......
Op. expenses	907,213	32,240	......
Net	243,570	3,241	......
N. Y., Ontario & Western—			
3d week Aug.	97,201	1,233	......

SECURITIES AT AUCTION.

Among the securities sold at auction to-day at 111 Broadway, by Adrian H. Muller & Son, were the following lots:

61 shares National Broadway Bank, ($25 each,) 192.

30 shares Fourth National Bank, 181.

10 shares American Exchange National Bank, 144.

$5,000 Panama Railroad Sinking Fund 6 ₱ cent. subsidy bonds, due 1910, 90½.

$9,500 Houston City Street Railway Company first mortgage 6 ₱ cent. gold bonds, due 1900, 35.

129 shares First National Bank of Bridgeport, Ala., 57.

40 shares Bridgeport Development Company of Bridgeport, Ala., 26.

9 shares American Surety Company, ($50 each,) 160.

25 shares Third Avenue Railroad Company, 133½.

2,000 shares Cortland Corset Manufacturing Company, preferred, ($10 each,) $1 lot.

30 shares Third Avenue Railroad Company, 131½.

$18,000 County of Daviess, Ind., 6 ₱ cent. funding bonds, due April 15, 1900, 100.

32 shares National Shoe and Leather Bank, 118.

OUTSIDE SECURITIES.

(Reported by Messrs. Tobey & Kirk, 8 Broad Street.)

	Bid.	Asked.
*American Bank Note	..	49
American Surety	160	190
*American Type Founders pf.	..	80
Atlantic Mutual Ins. scrip of '93	98	102
†Atlantic Trust	235	285
Bond & Mortgage Guarantee	..	105
†Broadway Insurance	..	120
Broadway & Seventh Avenue	160	..
Broadway & Seventh Avenue 1st.	98	..
Broadway & Seventh Avenue 2d.	90	..
Broadway Surface 1st 5s.	97	..
Broadway Surface 2d.	85	96
Brooklyn City Railroad	147	155
Brooklyn Elevated	18	21
Brooklyn Traction	16½	18½
Brooklyn Traction pf.	..	70
California Pacific stock	5	8
Central Cross-Town	140	..
Central Park, North & East River	..	146
Central R. R. & Banking of Ga. 1st 7s.	100	104
Central Trust	900	980
Central N. J. Land & Improvement	..	75
Celluloid	85	90
Consolidated Electric Storage	½	3
Continental Trust	145	155
Dry Dock, East Broadway & Battery	..	130
Detroit, Hillside & S. W., (4 ₱ cent. L. S.)	..	88
†Equity Gas of Williamsburg 5s.	29	39
Equitable Gas, New-York	154	..
Equitable Gas 1st 6s of New-York	102	106
†Eighth Avenue	240	265
Farmers' Loan & Trust	..	710
42d St., Manhattan & St. Nicholas Av.	..	70
*42d St., Manhat. & St. Nicholas Av. 1st.	107	..
42d St., Manhat. & St. Nicholas Av. 2d.	..	60
Gold & Stock Telegraph	94	100
†Georgia Pacific 1st.	..	88
Georgia Pacific 2d.	..	36½
Herring-Hall-Marvin pf.	77	85
Hecker-Jones-Jewell Milling pf.	..	90
*Int. & G. N. 1st coupon scrip	90	..
†Iron Steamboat	..	12
Iron Steamboat bonds	60	70
Journeay & Burnham	55	68
Journeay & Burnham pf.	..	99
Kings County Elevated	..	12
Kings County Elevated 2d.	..	39
Long Island Traction	19¼	20
Mutual Gas, New-York	130	137
†Manhattan Elevated 4 ₱ cent. scrip	85	88
†Madison Square Garden stock	..	15
Metropolitan West Side 5s.	60	72
Mexican National Construction pf.	7	12
New-Jersey & New-York Railroad	1	..
National Union Bank	150	185
New-Orleans Pacific land grant	15	..
New-York, Lackawanna & Western	98	105
New-York, New-Haven & Hartford	180	..
New-York, N. H. & H. con. deb. 4s, (25 ₱ cent. paid)	..	56
New York Guaranty & Indemnity	275	..
N. Y. & N. J. Telephone	..	87
Northwestern Telegraph	100	..
†New-York Biscuit	18	22
New-York Loan & Improvement	..	53
New-York Security & Trust	200	230
Old Dominion Steamship	..	80
Oregon Pacific Railroad 1st.	..	8
Pratt & Whitney pf.	..	81
Pennsylvania Coal	..	275
Pacific & Atlantic Telegraph	50	..
Postal Telegraph & Cable	40	52
*Standard Oil Trust	128	130
Standard Gas	..	38
Standard Gas pf.	74	78
Second Avenue Railroad 1st 5s.	100	..
†Second Avenue Railroad	96	..
State Trust	195	220
Staten Island	55	60
Southern & Atlantic Telegraph	75	..
Southern National Bank	..	99
Staten Island Rapid Transit 1st 6s.	..	108
Third Avenue Railroad	..	135
Third National Bank, New-York	..	108
Toledo, Ann Arbor & North. 1st cn. 5s.	28	48
Toledo, St. Louis & Kansas City	1	4
Toledo, St. Louis & Kansas City pf.	..	14
Thurber-Whyland pf.	20	30
Trenton Potteries pf.	..	89
Terre Haute & Indianapolis	100	..
Terre Haute & Logansport	22	..
Title Guarantee & Trust	155	170
United States Mortgage	..	150
Union Ferry	..	45
‡Union Ferry 1st 5s.	..	95
Union Railway stock ("Huckleberry")	120	..
Union Railway 5s ("Huckleberry")	90	100
Union Elevated 2d.	39	44
United States Trust	..	825
Valley Railroad (Ohio) 1st 7s.	..	105
Wagner Palace Car	105	112
Winona & Southwestern 1st.	..	48
Winona & Southwestern	2	4

*Ex dividend. †Nominal. ‡With interest.

THE COMMERCIAL SITUATION.

Wheat and Corn Lower, Coffee Higher, Cotton Lower.

Wheat declined ⅜@½c and closed weak on local realizing and lower Western markets, with a moderate trade.

Corn fell ½@⅝c on large receipts, free offerings, and foreign selling, closing weak.

Cotton closed steady at a decline of 18@21 points on reports of only light damage to the crop by the late storm.

Coffee advanced 15@30 points with the higher cables and local buying, and closed barely steady.

PHILADELPHIA PRICES.

PHILADELPHIA, Aug. 30.—The strong closing of yesterday was reflected by a further advance in prices. Metropolitan sold at 83, and there is a strong disposition to buy it. Philadelphia advanced on purchases of small lots to 72½. Reading securities were all strong. Lehigh Valley has been in conference with its coal operators all day, but nothing definite is yet known. The stock has been sagging in the market, failing entirely to sympathize with the remainder of the list. United Gas Improvement Company scored an advance of 3 ₱ cent. on investment buying. Banks are easier in money, and trust companies report considerable withdrawals on account of investment purchases. New-York exchange sold at ½ ₱ cent. The total sales were 23,148 shares, of which 7,400 were in Reading, 5,550 in Union Pacific common, 1,500 in St. Paul, 1,130 in Pennsylvania, 910 in Baltimore, and 444 in Metropolitan.

Dick Brothers & Lawrence, 30 Broad Street, New-York, report closing prices as follows:

	Bid.	Asked.		Bid.	Asked.
Balt. Trac.	18	18½	North. P. pf.	23	23½
H. & B. T.	30	33	Penn.	49⅝	49⅞
H. & B. T. pf.	46	49	Penn. Steel	..	60
Ins. C. of N. A.	..	19	Peo. Trac.	9	9½
Lehigh Nav.	46½	47½	Phil. Trac.	72	73
Lehigh Val.	31½	31¾	Phil. & Erie	23	..
Met. Trac.	82	83	Reading	8 11-16	8 13-16
Minehill	61	63	Rochester	..	54
New. P. 5s.	79	81	U. C.'s of N. J.	..	217
North. Cent.	65	68	W. N. Y. & P.	4¼	4½
North. Pac.	6½	6¾			

CHICAGO STOCK MARKET.

CHICAGO, Aug. 30.—On the Stock Exchange to-day North Chicago sold at 194@195, West Chicago at 132@127, Lake Street L at 21@22. Money, 7 ₱ cent. Bank clearings, $9,773,671. New-York exchange was at par.

ON THE LONDON EXCHANGE.

American Securities Open Well and Advance Throughout the Day.

Special Cablegram to the New-York Times.

LONDON, Aug. 30.—Americans opened to-day above parities and advanced during the day without reaction, closing buoyant at their best.

There was some investment buying of bonds and dividend payers, but the principal bidders were jobbers, supposed to be bears.

Paris buying and the decline in Argentine gold premium advanced foreign bonds.

English rails, despite poor traffics, closed good, owing to the partial collapse of the coal strike. Silver was in brisk demand for immediate delivery. The Indian Government settled with the banks regarding silver afloat when mints closed and applications for 53 lakhs Council drafts were made at current rates, but there were no allotments.

The bank gained £800,000 gold since last return.

Discounts were weaker, six-months' Treasury bills being discounted at 3¼. Consols were carried over for the month at 4.

American railway securities were strong in the London market. The principal changes were: *Advanced*—Canadian Pacific, 2½, to 77⅛; Lake Shore, 2, to 122; St. Paul, 1⅞, to 59; Union Pacific, 1⅞, to 22⅝; Erie, 1⅜, to 15½; Atchison, 1, to 18; Reading, 1, to 9⅛; Wabash preferred, 1, to 16¼; Ontario and Western 1, to 15⅜; Illinois Central, 1, to 94½; Kansas and Texas, ½, to 11¾; Northern Pacific preferred, ½, to 24, and Louisville and Nashville, ⅜, to 55½. British consols were quoted at 98 3-16 for both money and account.

THE BOSTON MARKET.

BOSTON, Aug. 30.—The market opened active and strong and continued so, Atchison being the feature at a gain of 1 ₱ cent. Bay State Gas rose to 10, a gain of one point. The market closed strong. At the Clearing House this morning the situation was easier. We are fast getting to normal conditions; nevertheless, conservatism is still the controlling factor. Money between the banks is more plentiful at 8 ₱ cent; at the same time more inquiry is noticed. New-York funds sold at 40c and 30c premium for cash, mostly 30c. The premium on currency has practically disappeared, and still the demand exceeds the supply, for the reason that the people will not release their holdings until the banks pay out freely. Sales are reported at one-fourth of 1 ₱ cent. and a few banks are in the market as bidders at that price. One leading bank says it received over its counters yesterday more than $40,000 in bills. In the outside market there is little change in rates, although funds are more easily obtained. On call money rules at 8 ₱ cent. Commercial paper moves more readily only by comparison. The highest grade of mill paper will pass at 8 ₱ cent., but business paper of the first quality commands from 9 to 12 ₱ cent. Rates are: Business paper, 9@12 ₱ cent.; corporation loans, 8 ₱ cent.; collateral loans, 8@9 ₱ cent.; call loans, 8@9 ₱ cent. Clearing House exchanges to-day were $9,852,688, as against $12,285,880 for the same day last year; balances to-day $929,657, against $1,368,715 for the corresponding day last year. No Clearing House certificates were taken out or canceled.

Messrs. Spencer Trask & Co., 10 Wall Street, New-York, report closing quotations as follows:

	Bid.	Asked.		Bid.	Asked.
Atchison	17⅝	17¾	Old Colony	..	170
At. & Pac.	2	..	Oregon S. L.	9	9½
At. Min.	7½	7¾	Osceola Min.	23	24
Bay State G.	9½	10	Quin. Min.	95	100
Bos. & Al.	199	200	Tam. Min.	128	130
Bos. & Low.	173	..	Gen. Elec.	39	39½
Bos. & Prov.	..	240	Gen. Elec. pf	59	..
B. & M. Min.	19⅞	20	W. Elec.	20	..
Bos. Land	3¼	..	Wis. Cent.	6	..
Bell Tel.	181	182	Water Pow.	1	..
B. & B. M.	6⅛	6⅜	W. E. Land.	13½	14
C., B. & Q.	79⅝	79⅞	W. E. St. Ry.	57	..
Cent. Mass.	13¾	..	W. E. St. Ry. pf.	77	..
Cent. M. pf.	49⅛	..	Atchison 4s.	72	72½
C. & Can.	..	3	Atchison 2d.	38½	39½
Cen. Min.	2⅛	..	C., B. & N. 5s	94	96
Dom. Coal	11	..	C. B. & N. 2d 6s.	..	99
Erie Tel.	39½	40	C., B. & N. deb. 6s.	..	100
F'klin Min.	9	9⅝	Mex. C. 4s.	47	47½
F. & P. M. pf	43	50	M. C. 1st inc	10	12
Fitchburg pf	72	..	M. C. 2d inc.	6¼	7½
F'man's B. L.	..	3½	N. Y. & N. E. 7s.	..	109
F. W. E. Co.	4	..	N. Y. & N. E. 6s.	..	100
Kear. Cop.	5¼	..	Wis. Cent. 5s	66½	..
Lamson S. S.	15¼	..	W. Cent. inc.	14¼	16
Maine Cent.	..	115			
Mex. Cent.	7¼	7½			
N. Y. & N. E.	22⅜	22½			
N. Y. & N. E. pf.	55	60			
N. E. Tel.	49	50			

TREASURY BALANCES.

WASHINGTON, Aug. 30.—The statement of the United States Treasurer, showing the classified assets of the Treasury and demand liabilities to-day, is as follows:

ASSETS.

Gold coin and bullion	$177,767,469
Silver dollars and bullion	330,113,126
Silver dollars and bullion, act July 14, 1890	149,766,798
Fractional silver and minor coin	13,389,224
United States notes	15,260,188
United States Treasury notes	4,995,543
Gold certificates	1,703,450
Silver certificates	2,709,567
National bank notes	3,250,438
Deposits with national bank depositories:	
General account	12,679,792
Disbursing officers' balances	3,605,223
Total	$715,240,818

LIABILITIES.

Gold certificates	$82,195,169
Silver certificates	329,490,504
United States Treasury notes	150,183,280
Currency certificates	5,645,000
Disbursing officers' balances, agency accounts, &c.	41,562,542

The receipts from internal revenue to-day were $489,766, from customs $363,471, and miscellaneous $76,533.

The national bank notes received to-day for redemption amount to $53,602.

CALIFORNIA MINING STOCKS.

SAN FRANCISCO, Aug. 30.—The official closing quotations for mining stocks to-day were as follows:

Alta	.10	Hale & Norcross	.50
Belcher	.15	Mexican	.55
Best & Belcher	.15	Ophir	.50
Bodie Consolidated	.20	Potosi	.50
Bulwer	.15	Savage	.30
Chollar	.15	Sierra Nevada	.25
Con. Cal. and Va.	1.15	Union Consolidated	.30
Crown Point	.25	Utah	.05
Gould & Curry	.25	Yellow Jacket	.50

FINANCIAL ANNOUNCEMENTS.

—The dividend of 1¾ ₱ cent. on the preferred stock of the Chicago and Northwestern Railway Company will be paid at the office of the company, 52 Wall Street, Sept. 21. The transfer books will be closed Sept. 5 and reopened Sept. 22.

—September coupons of the United Traction and Electric Company, Providence and Pawtucket issue, will be paid at the office of the Central Trust Company.

—The coupons of the Omaha and Grant Smelting Company, due Sept. 1, will be paid at the office of Messrs. Clark, Dodge & Co., 51 Wall St.

Yellow Fever and Cholera.

WASHINGTON, Aug. 30.—Surgeon General Wyman of the Marine Hospital Service to-day received a telegram from James Y. Porter, State Health Officer at Port Tampa, Fla., stating that there was one case of yellow fever there in the person of a clerk employed on the docks.

Surgeon Murray, Marine Hospital Service, at the same place, in a telegram to Dr. Wyman, says that the origin of the case referred to in Dr. Porter's message had not yet been decided, also that there were about 150 persons and three steamships in quarantine.

A telegram was received at the Marine Hospital Service Bureau yesterday from Surgeon Brown at Genoa stating that cholera prevailed there, two cases of which resulted fatally yesterday.

Unlicensed Saloons Must Go.

ST. LOUIS, Mo., Aug. 30.—Excise Commissioner Bell has received a communication from Lieut. Gov. John B. O'Meara asking him to stay proceedings in the case of Chris Von Der Ahe's saloon at Sportsman's Park. He says he understands that the Excise Commissioner will institute legal proceedings after Sept. 1 against every unlicensed saloon keeper in the city. As Von Der Ahe is out of the city he asks the Commissioner to await his return Sept. 7.

Mr. Bell says he will be compelled to decline this request. He can make no exceptions, and all persons delinquent after the first of the month must shut up their saloons or take the consequences.

MADE UP FOR IDLE HOURS.

The Naval Reserve Works Hard at Gun and Water Practice.

OYSTER BAY, N. Y., Aug. 30.—The Naval Reserve yesterday paid well for the semi-idle hours of Tuesday by redoubled labor, and the perspiring faces of the duck-clad men plainly revealed the fact that Commander Miller is determined to come as near making veterans of the four divisions of the First Battalion as possible during the week's cruise.

No sooner is one order executed than another is issued, with barely time for mess between times. At 7:30 the First Division, under command of Lieut. R. P. Forshew, was ordered on the spar deck with blankets, camp utensils, &c., in readiness to embark on the tug Pulver for Oyster Bay, whence they were to take trains for Babylon, for the purpose of bringing back the beach wagon, boats, and three-inch breech-loading rifle which were taken there on Tuesday by the Fourth Division, under Lieut. W. H. Stanton.

The division was in heavy marching order and equipped for heavy work when the Fourth Division returned by rail last evening. The Second Division, under command of Lieut. Green, was piped on deck at an early hour for target practice with one-pounder rapid-fire guns from the bow of the ship at a small target placed at 500 yards' range. The men, considering the small amount of practice, did remarkably well at this exercise. The shots were angled by Lieut. Green and by Lieut. Commander Kent and Ensign Henderson from the lighthouse.

Sixteen shots were fired and thirteen pierced the target. This work was heartily applauded and warmly commended by Commander Miller and Lieut. Schuetze, United States Navy.

Small-gun practice with the Lee magazine rifle, with which the battalion is supplied, was also given the Third Division, under Lieut. W. Butler Duncan, on Lloyd's Point. The cutters were manned at command of the Lieutenant and towed to the point, where the men disembarked in water nearly waist high and quickly hauled the boats up.

A 300-yard target was erected at a distance of 600 yards and the result was highly satisfactory, showing the men to be of the stuff riflemen are made of.

They then re-embarked and were given a drill in rowing and sailing for an hour or two, after which they were again towed up to the ship.

At 3 o'clock two boats' crews, under command of Lieut. Green, were also drilled in the same manner, while a detail from the Third Division was employed at large-gun practice.

Wants to be a Soldier.

COLUMBUS, Ohio, Aug. 30.—Lawrence B. Simmond, clerk in the office of the Adjutant General of the Fourteenth Regiment, Ohio National Guard, twenty-two years of age and a native of New-York City, resigned his clerkship to-day and enlisted as a private in the regular army. He has thirty days' leave of absence, during which he will visit the World's Fair, where the Fourteenth Regiment is in camp, when he will be assigned to Company E, Twenty-first Infantry, stationed at Fort Niagara, N. Y.

Mr. Simmond gives as a reason for his peculiar action his love for the military service and a desire to attain rank in it.

A Big Strike Declared Off.

LEAVENWORTH, Kan., Aug. 30.—At a mass meeting of the striking coal miners held yesterday it was decided, by an almost unanimous vote, to declare the strike at an end and return to work at the old scale. It is expected that all the mines will soon be in full operation.

Financial.

To Investors.

We offer for sale a limited amount of

CITY,
COUNTY,
TOWN,
AND
SCHOOL

6% Bonds.

SECURED by all TAXABLE PROPERTY within their LIMITS.

SOLD IN DENOMINATIONS OF $500 & $1,000.

Price par and accrued interest AS FOLLOWS:

SCIOTA COUNTY, OHIO, 6s.
NORWALK, OHIO, 6s.
BOWLING GREEN, OHIO, 6s.
PUTNAM COUNTY, OHIO, 6s.
LOGAN, OHIO, 6s.
ROCHESTER, IND., 6s.
NEW CASTLE, IND., 6s.
KOKOMO, IND., 6s.
NEWTOWN CITY, IOWA, 6s.
OSCEOLA CITY, IOWA, 6s.

WE ALSO OFFER UPON FAVORABLE TERMS:

CITY OF CLEVELAND, OHIO, 5s.
CITY OF MILWAUKEE, WIS., 5s.
CITY OF PORTLAND, OREGON, GOLD 5s.
CITY OF OGDEN, UTAH, GOLD 5s.
CITY OF DALLAS, TEXAS, GOLD 5s.
CITY OF OMAHA, NEB., 5s.

FULL PARTICULARS FURNISHED UPON APPLICATION.
BONDS DELIVERED AT ANY POINT IN UNITED STATES.
TELEGRAMS MAY BE SENT AT OUR EXPENSE.

N. W. Harris & Co., Bankers,
15 WALL ST., NEW-YORK.
70 STATE ST., BOSTON.
163-165 DEARBORN ST., CHICAGO.

BOND and MORTGAGE GUARANTEE Co.

Offices
55 Liberty St., N. Y.
N. E. corner 58th St. & 7th Av., N. Y.
26 Court St., Brooklyn.

CAPITAL AND SURPLUS, $1 113 169.

Guarantees the payment of Bonds and Mortgages on real estate in New-York and Kings Counties.

Offers to investors choice mortgage investments with payment guaranteed by it.

DIRECTORS:

George G. Williams,
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WILLIAM B. ISHAM, President.
MARTIN JOOST, Vice President.
CLARENCE H. KELSEY, 2d Vice President.
FRANK BAILEY, Secretary.
O. EGERTON SCHMIDT, Treasurer.

Chicago and Western Indiana Railroad Co.
FIRST MORTGAGE BONDS.
TRUSTEES' OFFICE, ROOM 83, DREXEL BUILDING,
NEW-YORK, Aug 30, 1893.

THE TRUSTEES HAVE THIS DAY DESIGNATED, by lot, the following: 4, 37, 60, 124, 140, 356, 450, 492, 1,328, 1,384, 1,388, 1,437, 1,448, 1,461, 1,480, 1,487, 1,502, 1,511, 1,524, 1,553, 1,596, 1,619, 1,627, 1,63[illegible], 1,643, 1,652, 1,673, 1,695, 1,843, 1,861, 1,914, 1,975, 1,999, 2,050, 2,104, 2,108, 2,122, 2,150, 2,156, 2,158, 2,167, 2,246, 2,247, 2,304, 2,341, 2,450, 2,550, 2,584, 2,672, 2,773, 2,779, 2,783, 2,800, 2,808, 2,854, 2,856, 2,867, 2,870, 2,874, 2,882, 2,943, 2,970, 2,977, 2,978, 3,068, 3,073, 3,074, 3,076, 3,083, 3,163, 3,171, as the numbers of the seventy-one bonds, issued under the trust deed of the Chicago and Western Indiana Railroad Company, dated N[illegible] 1, 1879, to be redeemed, by the operation of [illegible] sinking fund, on Nov. 1 next, at the office of Messrs. DREXEL, MORGAN & CO., New-York, at 105.

ANTHONY J. THOMAS,
Of and for the Trustees.

FRED H. SMITH,
Stock and Bond Broker,
No. 8 Broad St.

MARGIN ACCOUNTS A SPECIALTY.
1-16 COMMISSION.

Interest allowed on balances. Market letter on application. Correspondence invited.

LOUISVILLE, NEW-ALBANY & CHICAGO RAILWAY COMPANY.

Notice to Stockholders:

The proposal for the classification of the stock of this company having been accepted by a majority of its stockholders, the Directors have declared the plan operative and have fixed Sept. 30 next as the time when the privilege of depositing stock with the Central Trust Company will cease under the terms of the circular of March 7, 1893.

J. A. HILTON, Assistant Secretary.

BONDS FOR SALE!

The undersigned has for sale Twenty Coupon Bonds of $500 denomination each, issued by the Borough of Morrellville, Cambria County, Penn., bearing 5 per cent. interest from Sept. 1, 1893, payable semi-annually, and redeemable optional in five years and absolutely in twenty years after their date. For further particulars, call on or address,

JOHN F. SEIGH, Borough Treasurer,
Fairfield Av., Morrellville, Johnstown, Penn.

THE HOLDERS OF THE BONDS OF THE COLUMBUS & WESTERN RR. CO.

are requested to forward their names and addresses to the FARMERS' LOAN AND TRUST CO., TRUSTEE, 20 William St., New-York City.

FINANCIAL DIRECTORY

CLEARING HOUSE BANKS IN THE FOLLOWING list are arranged in the order of their Association number.

BANKS.

National City
52 Wall Street

Chemical National
270 Broadway

GALLATIN NATIONAL.
CAPITAL, $1,000,000. SURPLUS, $1,600,000.
36 Wall Street

National Bank of Commerce
CAP. AND SURPLUS, $8,664,000. 29 NASSAU ST.

MERCANTILE NATIONAL.
Capital, $1,000,000. Surplus Fund, $1,000,000.
191 Broadway

National Bank of the Republic
Wall Street and Broadway

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $1,895,000.
9 AND 11 NASSAU STREET

The Nassau Bank
Corner Beekman and Nassau Streets

National Park Bank
214 and 216 Broadway

Fourth National
16 Nassau Street

Central National
322 Broadway

Chase National
15 Nassau Street

Lincoln National
34 East 42d Street

Seaboard National
18 Broadway

Eleventh Ward Bank
147 Avenue D

Fourteenth Street Bank
3 East Fourteenth Street

Hide and Leather National
88 Gold Street

TRUST COMPANIES.

Continental Trust Company
18 Wall Street

KNICKERBOCKER TRUST CO.
CAPITAL AND SURPLUS, $1,000,000.
234 Fifth Av. and 18 Wall Street

Manhattan Trust Co.
20 Wall Street

NEW-ENGLAND LOAN AND TRUST CO.
The Debentures of this corporation are a safe 6 per cent. investment. 160 Broadway

New-York Security & Trust Co.
46 Wall Street

THE STATE TRUST CO.
CAPITAL AND SURPLUS, $1,800,000.
36 Wall Street

Financial.

MANHATTAN TRUST COMPANY.

CAPITAL $1,000,000

CORNER OF WALL AND NASSAU STS.

A Legal Depository for Court and Trust Funds and General Deposits.

Liberal Rates of Interest Paid on Balances.

OFFICERS:
J. I. WATERBURY, President.
JOHN KEAN, JR., Vice President.
AMOS T. FRENCH, Second Vice President.

EXECUTIVE COMMITTEE:
August Belmont,
H. W. Cannon,
R. J. Cross,
John R. Ford,
H. L. Higginson,
James O. Sheldon,
John Kean, Jr.,
John I. Waterbury.

LETTERS OF CREDIT

For travelers in all parts of the UNITED STATES, WEST INDIES, &c.

KOUNTZE BROTHERS,
BANKERS,
120 Broadway, New-York.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

INVESTMENT SECURITIES BOUGHT AND sold; loans negotiated. H. W. ROSENBAUM, 60 Exchange Place.

Dividends.

KNICKERBOCKER TRUST CO.,
234 5TH AV.
Branch Office, 18 Wall St.

The following coupons are payable at our offices on and after Sept. 1, 1893:

Beech Creek R. R. Car Trust.
Citizen's Gas Co. of Rochester.
Democratic Club.
AND
Ticonderoga (N. Y.) School Dist. No. 5 on Sept. 21.
The Gerlach on Sept. 26.

FRED'K L. ELDRIDGE, Secretary.

OFFICE
NATIONAL LEAD COMPANY,
1 BROADWAY, NEW-YORK, Aug. 10, 1893.

The seventh quarterly dividend of One and Three-quarters Per Cent. on the Preferred Stock of National Lead Company will be paid Sept. 15, 1893, to stockholders of record Aug. 25, 1893.

Transfer books for Preferred Stock will close Aug. 25, 1893, and remain closed until Sept. 16, 1893.

By order of Board of Directors,
JOS. L. McBIRNEY, Treasurer.

THE MISSOURI PACIFIC RAILWAY COMPANY, 195 Broadway, N. Y., Aug. 22, 1893.—The coupons due Sept. 1, 1893, of the Missouri Pacific Railway Company's Gold Trust five (5) per cent. bonds will be paid on and after that date, upon presentation at the office of the Mercantile Trust Company, No. 120 Broadway, New-York.

A. H. CALEF, Treasurer.

CHICAGO AND NORTHWESTERN RAILWAY Company, 52 Wall St., New-York, Aug. 29, 1893. A dividend of ONE AND THREE-QUARTERS PER CENT. on the preferred stock of this company will be paid at this office on Thursday, Sept. 21, 1893. Transfer books will close on Tuesday, Sept. 5, and reopen on Friday, Sept. 22, 1893.

M. L. SYKES, Treasurer.

COLUMBUS, HOCKING VALLEY and TOLEDO RAILROAD COMPANY.

Coupons due Sept. 1 will be paid at the ATLANTIC TRUST COMPANY,
C., H. V. & T. Railway,
By C. C. Waite, President.

UNITED TRACTION & ELECTRIC CO.

Coupons due Sept. 1, 1893, from the First Mortgage 5 per cent. Gold Bonds of this company, Providence and Pawtucket issue, will be paid on and after that date on presentation at the office of the Central Trust Company of New-York, 54 Wall St., New-York. Checks for interest on registered bonds will be mailed to holders on same date.

MOBILE AND OHIO RAILROAD COMPANY,
TREASURER'S OFFICE,
MOBILE, Ala., Aug. 21, 1893.

COUPON NO. 10, DUE SEPT. 1, 1893, ON THE general mortgage bonds of this company will be paid on presentation at the Gallatin National Bank, No. 36 Wall St., New-York, on and after that date.

HY. TACON, Treasurer.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY. OFFICE OF THE TREASURER, NEW-YORK, Aug. 28, 1893.

THE COUPONS FOR INTEREST DUE SEPT. 1, 1893, on the first mortgage bonds of the MOHAWK AND MALONE RAILWAY COMPANY will be paid at this office on and after that date.

E. V. W. ROSSITER, Treasurer.

THE NEW-YORK BISCUIT COMPANY.

The interest due Sept. 1, 1893, on the First Mortgage Bonds of THE NEW-YORK BISCUIT COMPANY will be paid on and after that date at the banking house of KOUNTZE BROTHERS, 120 Broadway, New-York.

GEORGE P. JOHNSON, Treasurer.

FITCHBURG RAILROAD COMPANY.

Coupon No. 20 on Debenture Bonds of the Boston, Hoosac Tunnel and Western Railway Company, maturing Sept. 1, 1893, will be paid on and after that date upon presentation at the banking house of KOUNTZE BROTHERS, 120 Broadway, New-York.

D. A. GLEASON, Treasurer.

NEW-YORK GUARANTY & INDEMNITY CO.,
59 CEDAR ST., NEW-YORK.

The coupons of the GALVESTON CITY RAILROAD COMPANY FIRST MORTGAGE BONDS due Sept. 1, 1893, will be paid on and after that date at the above office.

NEW-YORK, ONTARIO & WESTERN RAILWAY COMPANY.—Coupon No. 2 of the Refunding Mortgage Bonds of this Company, due Sept. 1, will be paid on and after that date at the office of the company, 56 Beaver St.

R. D. RICKARD, Treas.

THE COUPONS OF THE OMAHA AND GRANT SMELTING CO. 6 per cent. bonds due on Sept. 1, will be paid by us on that date.

CLARK, DODGE & CO.,
NEW-YORK, Aug. 29, 1893. 51 Wall St.

CONTRACTING FIRM IN TROUBLE.

Receiver Appointed for the Moffett, Hodgkins & Clarke Company—Ample Assets.

Edward D. O'Brien was appointed by Judge Williams, in Watertown, N. Y., yesterday as receiver for the Moffet, Hodgkins & Clarke Company, contractors. The company formerly did business at Watertown, but it now has offices at 16 William Street, this city, and in Chicago. A receiver has also been applied for in New-Jersey.

In a circular issued yesterday by President J. F. Moffett it is stated that the application for a receiver was made for the mutual protection of all interests involved, and for the prevention of an unwarranted sacrifice of securities and depletion of valuable property. The circular says:

"During the past ten years the efforts of this company have been directed to construction work and financiering of securities issued by corporations with whom we have become interested as contractors. In this manner we have constructed over seventy water works and electric light and power plants in some of the best cities of this country, besides several street railways and steam railroads. These enterprises have required, in aggregation, an investment of over $20,000,000. In many instances, as part payment for material and labor, we have taken the securities of these companies, and, pending their sale, have been large borrowers of capital.

"Most of the companies are self-sustaining, yielding a revenue more than sufficient to pay the fixed charges of bond interest and operating expenses. Since 1882 we have sold fifty different issues of these bonds, aggregating $11,000,000, and in no case has there been default in principal or interest. Incident to original construction, it has been necessary to follow the increased business of many of these plants by extensions, improvements, and enlarged equipment. In such cases we have undertaken this work, and as occasion required have received in payment these companies' notes, on which we have become indirectly responsible by indorsement. These notes, though secured by the valuable property and franchises of the companies themselves, represent to us a contingent liability of about $450,000.

"We can only attribute our present embarrassment to the universal stagnation of the bond market and the almost utter collapse of credit, which has not only shut off our usual revenue from bond sales, but has restricted renewals and made new loans impossible."

Mr. Moffett says that most of the company's creditors are protected by an abundance of collateral, but the successful liquidation of these assets will depend upon a recovery from the present financial stringency and a willingness on the part of the creditors to suspend action for the present. The assets of the company, he says, amount to $1,925,000. The direct liabilities amount to $800,000 and the contingent liabilities cannot exceed $450,000.

IN THE REAL ESTATE FIELD.

A Single Offering the Only Auction Sale Set for To-day.

No public sale of real estate was had yesterday and only one is announced for to-day. As public sales at this season mean foreclosure sales this condition is regarded as a good one.

The Jewish Synagogue building on Nineteenth Street, near Fifth Avenue, has been the subject of several offers recently. The congregation could have obtained $120,000 for the edifice, but the idea of selling it aroused so much feeling that Mr. L. Napoleon Levy was recently elected President of the society on the issue of never removing the house of worship from its present site.

To-day's auction sale at 111 Broadway is as follows:

By William Kennelly, foreclosure sale, Benjamin A. Jackson, referee, east side of Broadway, 31.9 feet south of West One Hundred and Thirtieth Street, 32.11 by 101.4 by 80 by 65. Due on judgment, $8,652.

New Buildings and Alterations.

By P. Henry Dugro, Treasurer of the Hotel Savoy, for an Indiana-limestone front, annex to the Hotel Savoy, on the east side of Fifth Avenue, south of Fifty-ninth Street, $130,000.

Recorded Real Estate Transfers.

Wednesday, Aug. 30.

24th St, n s, 100 ft e of Park Av, 20.6x90.1; Antoinette L. Edwards and husband to Theodore Braine	$40,000
88th St, s s, 180 ft e of 4th Av, 15.6x98; William C. Martin to Alice L. H. Martin	1
85th St, s s, 100 ft e of West End Av, 80x102.2; Forbes J. Hennessy, Esq., referee, to John B. Manning	58,700
44th St, s s, 175 ft e of 11th Av, 25x100.5; Bernard McCaffrey to Annie McCaffrey	1
10th Av, w s, 80.5 ft s of 61st St; 20x80; Deborah W. Slocum and husband to M. A. Stafford	1
3d Av, e s, 20 ft s of 124th St, 20x80; Frederick H. Allen and wife and another to Jacob Hyman	1
120th St, s s, 100.2 ft e of 1st Av, 37.4x100.11; Eugenie Hofer to Eugenie H. Stafford	1
4th Av, e s, 33 ft n of 82d St, 34.7x100; Theodore F. Hascall, referee, to Louis F. C. Schmidt, executor, &c.	5,000
4th Av, e s, 67.1 ft n of 82d St, 34.7x100; same to same	5,000
6th Av, e s, 72.10 ft s of 50th St, 23.9x103; Robert Berls to Magdalena Berls	1
88th St, n s, 158.10 ft e of 4th Av, 25.6x100.8; George Mundorff and wife to Marks Leom	8,400
92d St, n s, 88.6 ft e of Park Av, 38x100.8; Emil Vett to Elise Vett	1,000
142d St, n e corner of Bradhurst Av, 64.11x irregular; Felice Tocci and wife and others to Giuditta Cavinato	25,000
8th Av, 2,513; Theodore Kaliske and wife to Joseph Levy	15,866
Willis Av, w s, 25 ft n of 146th St, 25x106; Herman W. Vanderpoel, referee, to Nathan Wise	19,000
Harlem River, e s, n of Croton Acqueduct appropriation lands of John and Archibald H. Lowerz and another; Matthew Kyle to Sarah Kyle	1
Cauldwell Av, e s, 275 ft n of 161st St, 125x125; David H. Folck and wife to Rudolph Einbigler	1
Fulton Av, e s, plot 88, map of Morrisania, 23d Ward; Thomas J. Curley and wife to E. Raudrof	2,200
Lot 123, map of lands for Crotona Park, (24th Ward,) triangular plot, 1-5 part; Bernard Bartow to Fanny F. Bartow	1
Bathgate Av, e s of 40th St, s of 182d St, 20x90; Helen C. Bostwick to Charles R. Ford	1
Greenwich St, 368; William C Doscher to Clausine A. Seaman and another	1
Catharine St, e s, Lot 479, map of Rutgers farm; Joseph J. Mooney to Essie E. Mooney	1
Washington St, e s, 50 ft n of North Moore St, 25x60; William C. Doscher to Clausine A. Seaman and another	1
11th St, s s, 70 ft e of 4th St, 20x80; Regina Folck to Rudolph Einbigler	4,000
11th St, s s, 60 ft w of 4th St, 65x115; William C. Doscher to Clausine A. Seaman and another	1
Sullivan St, 121 and 123; John H. Judge, referee, to Emanuel Alexander and another	20,400
12th St, 534 East; Jacob Weinstein to Aaron S. Ratkowsky	20,250
6th St, n s, 223.6 ft e of Avenue C, 25.4x90.10; Marks Levin and wife to George Mundorff	40,000
Willett St, 59; Philip Silvergleith and wife to Meyer Marks	2,000
Lot 236, map of estate of Nicholas W. Stuyvesant; Agostino Cavinato and wife to Felice Tocci and others	61,000

Recorded Mortgages.

Alexander Adolf and another to Samson Lachman; e s of Sullivan St, s of Prince St, 1 year	13,000
Bach, Jacob, and wife to Mrs. Magreta Pfeiffer; s s of 159th St, Lot 110, map of village of Melrose, 5 years	1,500
Bernhard, Flora W., and another to George Fowler; n s of 74th St, e of Columbus Av, 3 years	22,500
Condit, John W., and wife to A. C. Clark, guardian; n s of 24th St, e of 6th Av, 1 year	15,000
Egan, Patrick, and wife to A. E. Fountain; Lots 147 and 149, map of Hyatt farm, secures covenant.	
Halley, Mary E., to John Honleston; e s of Franklin Av, s of 175th St, demand	2,000
Kleinschmidt, Amelia, and others to the Bowery Savings Bank; n s of Delancey St, e of Clinton St, 1 year	13,000
McCaffrey, John J., and others to William H. Johnson; n s of 138th St, e of Welles Av, 1 year	4,800
Mayer, Karl F., and wife to Helen Haussner; s s of 3d Av, e of Rose St, 2 years	2,000
Manning, John B., to E. B. Cuirier; s s of 85th St, e of West End Av, installments	9,961
Dexter, Charles, to H. Koehler & Co.; 1,824 2d Av, lease	2,500
Rotkowsky, Aaron S., to Jacob Weinstein; s s of 12th St, e of Avenue A, 2 years	3,500
Samuel, Lewis S., to E. A. Rollins; e s of West Farms, to Hunt's Point Road, adjoining land of E. G. Faile, 1 year	27,500
Smith, Albert, and another to George Telfer and another; w s of 11th Av, n of 49th St, 1 year	12,500
Sweeney, Timothy M., to Susan Lazarus; s s of 27th St, e of 9th Av, 1 year	800
Tocci, Felice, and others to Agostino Cavinato; s s of 11th St, Lot 236, map of N. W. Stuyvesant, 3 years	3,000
Travis, Ellen M., to Farmers' Loan and Trust Company; s s of 46th St, w of 5th Av, 3 years	21,000
Welcker, John, and others to Title Guarantee and Trust Company; n s of 104th St, e of Riverside Drive, 3 years	16,000

Mechanics' Liens.

Filed yesterday in the County Clerk's office.

112th St, s s, 265 ft e of 1st Av, 30 ft front; 111th St, s s, 100 ft e of 2d Av, 50 ft front; John Thornton against Pasquale Alterri, owner and contractor	$612
13th St and 8th Av, s w corner; Justus Bruns against Ryan & Lewis, owners; Wilson & Van Houten, contractors	500
Bowery, 157½; John W. Davis against Annie C. Ward, owner; Annie C. Ward and Gertrude W. Dodd, contractors	209
163d St, East, 532; S. Spalloni against — Payne, owner; Samuel Wright, contractor	85
1st Av, 2,056; F. Kawecky against R. J. McDonald, contractor	70
149th St, n s, 250 ft e of 11th Av, 50 ft front; Thomas P. Kennedy against Shaw & McCarthy, owners and contractors	37

City Real Estate for Sale.

AUCTIONEER. AGENT.
Geo. R. Read,
REAL ESTATE,
9 PINE ST., ASTOR BUILDING.
BROKER. APPRAISER.

Country Real Estate for Sale.

JERE. JOHNSON, JR.'S FLAG
PROTECTED BY DECISION
OF SUPREME COURT,
NOV. 13th, 1888.

JERE. JOHNSON, Jr.
Sells
Beautiful Homes
on Monthly Payments

DON'T IMITATE FLAG.

WHAT DO YOU THINK
OF A LOT SUPPLIED WITH
WATER MAINS AND STONE SIDEWALK
IN THE VERY BEST PART OF
FLATBUSH,
Right at a Rapid Transit Station,
and within 25 minutes of
THE BROOKLYN BRIDGE,
FOR $250, PAYABLE IN
MONTHLY INSTALLMENTS GRADED TO TERMINATE IN TWO YEARS WITHOUT INTEREST, OR WITH A DISCOUNT FOR ALL CASH!
ALL TITLES INSURED.
Apply to me for Free Passes
AND VISIT KENSINGTON HEIGHTS,
THE CREAM OF ALL FLATBUSH PROPERTY.
PROPERTY OPEN LABOR DAY
AND EVERY OTHER DAY.
JERE. JOHNSON, Jr., 60 Liberty St., New-York,
and 189 and 191 Montague St., Brooklyn.

ORANGE, N. J.—For sale, a fully-furnished modern residence, stable, and attractive grounds; worth $50,000; would take a $20,000 residence in exchange. EDW. P. HAMILTON & CO., 96 Broadway.

EAST ORANGE, N. J., DESIRABLE PROPERTIES (all prices) for sale, furnished and unfurnished houses to rent. S. D. CONDIT, opposite Brick Church Station.

Real Estate at Auction.

250 LOTS
AT AUCTION SEPT. 4, 1893,
at 11 o'clock A. M.,
LABOR DAY.
JONES ESTATE,
adjoining Woodlawn Station. Trains leave Grand Central Station, 42d St., at 10:09 A. M. and 10:33 A. M. Fare, seven and one-half cents daily by monthly ticket. Trolley road now being built, and will run shortly from 129th St., New-York City. Terms liberal. Free lunch before sale.
GEORGE W. BARD, Auctioneer,
Mount Vernon, N. Y.

City Flats To Let—Unfurnished.

ST. LORENZ,
72D ST., BETWEEN PARK AND LEXINGTON AVS.
Family apartment house, with hotel service, recently built, with all modern improvements, electric light, steam heat, &c., high class in all its appointments. Dining room on top floor, with superior table d'hote. Desirable apartments, furnished or unfurnished. Also furnished rooms for gentlemen from $6 to $10 per week. Suites of four to seven rooms, with steam heat, bath, electric light, and service, $600 to $1,200 per annum.
RICHARD MEARES.

CENTRAL PARK, WEST.
Nos. 225 and 226, near 82d St.; also, the LOLITA, corner 83d St.; all directly facing loveliest part of Central Park; several elegant suites to rent, from $800 to $1,300 per annum; passenger elevators; house, location, and service highest class.

TO LET—In the Dalhousie, 40 to 48 West 59th St., fronting Central Park, a very choice apartment; none better in the city; building absolutely fire-proof. Apply to the janitor.

APARTMENTS TO RENT
IN THE FIRE-PROOF BUILDING,
80 MADISON AV., corner 28th St.

City Houses To Let—Furnished.

FURNISHED AND UNFURNISHED HOUSES TO LET.
Lists now ready.
(5090) E. H. LUDLOW & Co., 111 Broadway.

Stores &c., Wanted.

MANUFACTURER OF ELECTRICAL MAchines wants to rent immediately place suitable for factory and wareroom; must have good light and electrical power; give location, size, and terms. A. C., Box 296 Times, Up Town.

To Let for Business Purposes.

ELEGANTLY-FURNISHED PARLOR AND second floor for club, business, or private; lease. 7 WEST 31ST ST.

Hotels.

HOTEL VENDOME
American and European Plan.
This house is fireproof and absolutely safe.
Parlors en suite, with porcelain baths.
SINGLE ROOMS WITH OR WITHOUT BATH.
DINING ROOMS ON TOP FLOOR.
BROADWAY AND 41ST ST., NEW-YORK.

HOTEL WELLINGTON,
Madison Av. and 42d St.,
NEW-YORK.
One block from Grand Central Depot.
A family hotel of the best class, with special rates to permanent guests. Rooms $1 per day and upward. American and European plan.
GEORGE MURRAY.

THE DUNMORE,
230 West Forty-second Street.
EUROPEAN PLAN.
Furnished Suites, consisting of Parlor, Bedroom, and Bath. Restaurant and Café.
WILLIAM H. VALIQUETTE, Prop.

UNION SQUARE HOTEL.
J. H. FIFE, Manager.
European plan. Rooms $1 per day and upward.
Special rates during the Summer months and to permanent guests.
Union Square and 15th St., New-York.

HOTEL RENAISSANCE,
43D ST., WEST OF 5TH AV.
STRICTLY FIRE-PROOF.
Several apartments for rent.

THE SORRENTO,
14 AND 16 EAST 53D ST.
Apartments, furnished and unfurnished. Steam heat, elevator, and restaurant.

37, 38, AND 39 GRAMERCY PARK.
Desirable rooms, with or without board; transients accommodated; references exchanged.

Proposals.

PROPOSALS FOR ARMY SUPPLIES.—Office Purchasing and Depot Commissary, Army Building, No. 39 Whitehall St., New-York City, Aug. 2, 1893.—Sealed proposals, in triplicate, subject to the usual conditions, will be received at this office until 11 o'clock A. M. on Friday, Sept. 1, 1893, for furnishing such supplies as may be required by the Subsistence Department, United States Army, delivered in New-York. Subsistence Stores—viz.: Canned articles, flour, beans, rice, sugars, soap, spices, yeast powder, brushes, flavoring extracts, mustard pickles, pipes B.-W., pins, razor strops, sauces, tapioca, thread, tobacco, towels, &c., &c.—Information in schedule list. Preference given to all articles of "domestic production and manufacture"; for such details see schedule. Information with conditions, list of articles, quantities, kind, modes of packing, &c., obtained at this office. The right is reserved to reject any or all proposals. Envelopes containing bids should be marked "Proposals for Subsistence Supplies," opened Sept. 1, 1893, and addressed to the undersigned, THOMAS WILSON. A. C. G. S., U. S. A.

PROPOSALS FOR SUPPLIES FOR THE NAVY Yard, Washington, D. C.—Aug. 17, 1893.—Sealed proposals, indorsed "Proposals for Supplies for the Navy Yard, Washington, D. C., to be opened Sept. 5, 1893," will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until 12 o'clock noon, Sept. 5, 1893, and publicly opened immediately thereafter, to furnish at the Navy Yard, Washington, D. C., a quantity of screws, nails, lumber, steel, iron, and steel castings. The articles must conform to the navy standard and pass the usual naval inspection. Blank proposals will be furnished upon application to the Navy Yard, Washington, D. C. The attention of manufacturers and dealers is invited. Tie bids, all other things being equal, decided by lot. The department reserves the right to waive defects or to reject any or all bids not deemed advantageous to the Government. THOS. J. LASIER, Acting Chief of Bureau.

Boarders Wanted.

18TH ST., 43 WEST.—Very large parlor floor suitable for business; also other rooms; private bath.

20TH ST., 45 WEST.—Second and third floor rooms; well furnished; suitable for families; first-class.

23D ST., 130 EAST.—Entire parlor floor or part; other large and single rooms; good table.

42 SOUTH WASHINGTON SQUARE.—Handsomely-furnished large and small rooms with board; every room steam heated.

55 WEST 82D ST.—Elegant select house: two large rooms; second floor; desirable single rooms, with board.

434 MADISON AV.—Third-floor front room; large closets; also, hall room; references.

Furnished Rooms.

7 WEST 31ST ST.—Elegantly-furnished suites on second and third floors; also other rooms; references.

68 WEST 35TH ST.—Large rooms; newly furnished; suitable for bachelor; front parlor for doctor's office.

71ST ST. WEST, OFF SHERMAN SQUARE.—Entire second floor; nicely furnished; one or two gentlemen; private family. For particulars address A. H., Box 292 Times, Up Town.

75TH ST., 119 WEST.—Elegantly-furnished second-floor and other rooms; private baths; superior table; references.

Unfurnished Rooms.

HOTEL BERESFORD,
CENTRAL PARK WEST, 81ST TO 82D ST., FRONTING BOTH CENTRAL PARK AND MANHATTAN SQUARE; FINEST LOCATION IN THE CITY. A FEW SUITES OF TWO TO SIX ROOMS AND BATH. EVERY ROOM OUTSIDE, IN THE NEW FIRE-PROOF TEN-STORY ADDITION, TO RENT UNFURNISHED FROM SEPT. 1. DINING ROOM ON THE NINTH FLOOR.

Summer Resorts.

NEW-JERSEY.

HOTEL NETHERWOOD,
NETHERWOOD, N. J.
OPEN INTO OCTOBER.
Forty-five minutes from Liberty St., Central Railroad of New-Jersey. Elegant brick structure. All modern conveniences. FRANK E. MILLER.

NEW-YORK.

Richfield Springs, N. Y.
HOTEL EARLINGTON
WILL REMAIN OPEN UNTIL SEPT. 25. APPLY DIRECT, OR TO HOTEL BRISTOL, 5TH AV. AND 42D ST., NEW-YORK CITY.
E. M. EARLE, Proprietor.

HOTEL CASTLETON,
Brighton Heights, New-Brighton, S. I.
Just the spot. Airy and delightful; only 25 minutes from Lower Broadway by prompt and frequent boat service; hotel stage in waiting.
JAS. H. RODGERS, Proprietor.

SEA CLIFF HOTEL,
Sea Cliff, L. I. Boating and bathing. For healthfulness and beauty of scenery this resort is unsurpassed. Plan and terms at 74 West 35th St. PEET & DAILEY, Proprietors.

THE OVERLOOK MOUNTAIN HOUSE
WOODSTOCK, ULSTER COUNTY, N. Y.,
NOW OPEN.
First-class in its appointments, excellent table, pure spring water, fine stabling.
Light conveyance from West Hurley Station to hotel.
A. A. NEAL, Manager.

WHEN IN BUFFALO STOP AT THE GENESEE. NIAGARA FALLS forty minutes away.

Surrogate Notices.

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against John C. McLoughlin, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of R. & E. J. O'Gorman, No. 49 and 51 Chambers Street, in the City of New-York, on or before the first day of December next.—Dated New-York, the twenty-fourth day of May, 1893.
ROBERT J. HOGUET, Executor.
R. & E. J. O'GORMAN, Attorneys for Executor, 49 and 51 Chambers Street, New-York City.
my25-law6mTh

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against Louise Wilcke, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 15 Bond Street, in the City of New-York, on or before the 1st day of December next.—Dated New-York, the 24th day of May, 1893. EDWARD WILCKE, Administrator.
my25-law6mTh

IN PURSUANCE OF AN ORDER OF HON. FRANK T. FITZGERALD, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against Jane Stewart, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 120 Broadway, in the City of New York, on or before the 10th day of December next.—Dated New-York, the 1st day of June, 1893. FRANKLIN B. LORD, Executor.
jul-law6m Th

Situations Wanted—Females.

Chambermaids.

CHAMBERMAID, &c.—By young girl as chambermaid and waitress; willing, obliging; good city reference. Call at 2,270 8th Av., between 121st and 122d Sts., P. O'Brien's bell.

CHAMBERMAID.—By respectable girl as chambermaid in a private family; or assist with waiting or do sewing; best city reference. 216 West 37th St.; ring bell four times.

CHAMBERMAID, &c.—By a young girl as chambermaid and waitress in small American family; willing and obliging. Address K. R., Box 290 Times, Up Town.

CHAMBERMAID, &c.—By a Protestant girl as chambermaid and waitress, or chambermaid alone; in private family. 243 West 35th St.

CHAMBERMAID.—By young German girl as chambermaid; can speak English; reference. Address Miller, 121 East 29th St.

CHAMBERMAID.—By a young Protestant girl, North of Ireland, as chambermaid in private family; best city reference. 372 Park Av.

Companions.

COMPANION.—By English lady, age 30, as companion, in a good family, to a lady who travels; salary no object. C. J., 204 Times.

Cooks.

COOK.—By competent cook; understands her business thoroughly; all kinds soups, meats, poultry, and desserts; excellent baker; do coarse washing; good city reference. Address N. F., Box 323 Times, Up Town.

COOK.—By young woman as good cook in private family; no objection to assisting with the coarse washing; city or country; country preferred; best reference from last employer. 570 2d Av., first floor.

COOK.—By woman as an excellent cook in private family; thoroughly understands her business in all its branches; good city references. 408 7th Av., in candy store.

COOK.—By first-class cook in private family; disengaged; family breaking up; reference from last and former employers; city or country; carfare paid. 220 East 27th St., Darcy's bell.

COOK.—By competent young woman as cook, washer, and ironer in private family, or to do housework in small family; city or country. 289 West 37th St., one flight.

COOK.—By a young Swedish girl having had experience in best families as first-class cook; best city references. Call, for two days, Anderson, 227 East 69th St.

COOK.—By a Scotch girl as competent cook and baker; entrées and soups; assist washing; city or country; good reference. 142 East 32d St.

COOK.—By an excellent family cook; good baker; good city reference. Address E. M., Box 293 Times, Up Town.

COOK.—By a good cook in private family; will do coarse washing; best city reference from last employer. 304 East 25th St.; ring janitor's bell.

COOK.—By reliable woman as good family cook; excellent baker; city or country; best city reference. Address A. B., Box 288 Times, Up Town.

COOK, &c.—By a respectable Protestant woman; good plain cook, washer, and ironer; best of references. Mary, 1,338 3d Av.

COOK.—By a respectable Protestant woman as cook; good city reference. 271 West 12th St.

Day's Work.

DAY'S WORK.—By competent woman to go out by the day; excellent cook and laundress; thoroughly understands housework; best city reference. 215 East 80th St.

Dressmakers.

DRESSMAKER.—French; competent; sew; by day; private families; first-class cutting, fitting, trimming, draping; arrangements of dress; moderate terms; best references; only letters. Mme. Ferrier, 343 West 35th St.

Housekeepers.

HOUSEKEEPER, &c.—By a lady of experience, middle aged, as housekeeper and companion, or to take the supervision of motherless children; nothing menial; highest references given and required. Address M., Box 74, 1,242 Broadway.

Situations Wanted—Females.

Houseworkers.

HOUSEWORK.—By two young girls to work together in a boarding house; no objection to any kind of work. 247 West 18th St.

HOUSEWORK.—By a competent girl at housework or up-stairs work; willing and obliging. 334 East 36th St.

Lady's Maids.

LADY'S MAID OR SEAMSTRESS.—By French maid; good dressmaker; accustomed to traveling; willing and obliging; no objection to city or country; best reference. Address J. J. F., Box 291 Times, Up Town.

LADY'S MAID OR SEAMSTRESS.—By a first-class French maid; first-class dressmaker and hairdresser; accustomed to travel; first-class packer; four years' city reference. Address L. B., Box 329 Times, Up Town.

LADY'S MAID.—By an experienced French person the care of an elderly or young lady or a little girl; first-class seamstress; good traveler; best references. Address A. R., 341 West 30th St.

MAID AND SEAMSTRESS.—By a first-class maid and seamstress; thoroughly competent and very obliging; best families' references. 672 8th Av.

MAID.—By a Swede as maid and masseuse; dresses hair and accustomed to travel; best city reference. Address N. L., 202 West 36th St.

Laundresses.

LAUNDRESS.—By a respectable young girl as laundress and chambermaid; best city reference. Call at 223 East 73d St.; ring Cleary's bell; no cards.

Nurses.

NURSE.—By a reliable, young Protestant; North of Ireland, experienced infant's nurse; can take entire charge and bring up on bottle; best city reference. 251 West 26th St.; ring Hetherington's bell.

Seamstresses.

SEAMSTRESS.—By respectable girl as competent seamstress; assist with chamberwork; wait on a lady; good references. Call at 630 3d Av.

Waitresses.

WAITRESS OR CHAMBERMAID.—By a young girl as waitress or chambermaid and waitress, good reference; private family. Call, Thursday, at 34 West 45th St.

Miscellaneous.

HOUSECLEANING OR SEWING.—By a respectable Protestant woman by the day in private family or flat; understands either; good reference. Address Advertiser, 123 East 88th St.

KITCHENMAID.—By respectable young girl, lately landed, as kitchenmaid in private family. Annie Murphy, 217 East 47th St.

SEAL SACQUES REDYED, REPAIRED, OR made into fashionable capes. Mrs. Barker, 116 West 39th St.; 17 years with George Smith, London, and Gunther's Sons, 5th Av.

STENOGRAPHER AND TYPEWRITER.—Ten years' practical business experience; quick, accurate, and competent; salary, $18 per week. Address M., 1,338 5th Av.

TUTOR.—By young lady with highest and best references, teaching French, English, and music, in schools or families. Address L., Box 3, 1,242 Broadway.

UP-STAIRS WORK.—By a competent young girl to do up-stairs work in private family; good, willing girl; four years' reference. Call, for two days, at 163 West 92d St.

Situations Wanted—Males.

Butlers.

BUTLER AND GENERAL INDOOR SERVant.—By competent young man in private family; understands his duties thoroughly; will be found willing and obliging; in city or country; best city references. Address A. M., Box 321 Times, Up Town.

BUTLER AND VALET OR SINGLE-HANDED.—In private family; thoroughly competent and trustworthy with duties; best recommendation will be given. Address William, Box 252 Times, Up Town.

BUTLER.—By a young man; thoroughly competent servant; tall; ten years' experience; copy of references sent to family out of town. Address C. C., Box 295 Times, Up Town.

BUTLER.—By an experienced man; highly recommended by last employer, with whom he lived for several years; town or country. Address A. D., 1,227 Broadway.

BUTLER OR VALET.—English; age 31; thoroughly experienced; good city references. Address G. W., 69 West 44th St.

BUTLER.—By Englishman; thoroughly competent; good city references. Address G. W., Box 294 Times, Up Town.

Coachmen.

COACHMAN AND GROOM.—By a young man; single; is a thorough horseman; understands the care of harness and carriages; is a good driver; first-class references from former and last employers; strictly temperate, to which recommendation will certify; no objection to the country. Address S. J., Box 285 Times, Up Town.

COACHMAN.—Gentleman disposing of his horses wants situation for his coachman; single; temperate; thoroughly experienced; city or country; careful driver; understands gardening, milking; generally useful; can highly recommend him. Wilson, 57 Park Place, store.

COACHMAN.—First-class; Protestant; married man; thoroughly understands his business; long and satisfactory references from families of distinction, who can be seen; first-class city driver. Call or address R. T., 15 East 30th St.

COACHMAN.—By first-class man; English; married; careful, experienced city driver; understands the proper care of horses, harness, carriages; sober, honest, and industrious, as reference will certify. Veitch, 1,052 3d Av.

COACHMAN.—First-class; Protestant; married man; thoroughly understands his business; long and satisfactory reference from families of distinction, who can be seen; is first-class city driver. Call or address R. T., 124 East 32d St.

COACHMAN.—By an experienced married man; no family; can give entire satisfaction; sober, civil, and industrious; eight years' city reference from last employer, who can be seen. F. D., 103 West 30th St.

COACHMAN.—In private family; thoroughly understands everything in that capacity; with the best of reference; city or country. Address W., 114 West 50th St.

COACHMAN.—By a respectable man of medium height; just disengaged; present employer can be seen and other good reference. Address M. C., 489 5th Av. J. B. Brewster.

COACHMAN.—Married; 11 years' best city reference with one private family; disengaged on account of giving up horses; present family to be seen. Address O'Keefe, 130 West 31st St.

COACHMAN.—Thoroughly understands his business, taking care of horses, carriages, and harness; best reference; city or country. 3 East 52d St.

COACHMAN—COOK AND LAUNDRESS.—By a German couple, no children, on a private place. Address A. L., 174 Chambers St.

Gardeners.

GARDENER.—Single; thoroughly understands the care of a gentleman's place; gook milker; understands steam heating; willing to be useful; best personal city reference. Address P. M., 152 6th Av.

GARDENER.—Married; no children; understands his business in all branches; greenhouse, roses, graperies, vegetable garden; care of fine stock, dairy, and poultry; five years' reference from last place. Address J. S., Box 207 Times.

GARDENER.—Scotch; married; one child; as working head; 17 years' practical experience in first-class places, Scotland and America; unequaled references. Address Wallace, care Pitcher & Manda, Short Hills, N. J.

GARDENER.—First-class single German; experienced in greenhouses, graperies, roses, and all kinds of flowers, fruits, and vegetables; best city reference. Address J. D., Box 330 Times, Up Town.

GARDENER.—Married; no children; wants place in the country; understands all kinds of work on gentleman's place; best reference. J. M., gardener, 363 West 50th St.

GARDENER AND USEFUL MAN.—Single; understands the care of graperies, lawns, and vegetable gardening. Address T. V., Box 200 Times.

Grooms.

GROOM OR STABLEMAN.—By a young man, lately landed; understands his business; will be found willing and obliging. Address J. T., Box 289 Times, Up Town.

Waiters.

HEAD WAITER OR BOOKKEEPER IN A high-class hotel, or management of club, by a thorough gentleman, aged 32; foreign languages; highest references. Address X., Box 208 Times.

Miscellaneous.

JANITOR.—By married man as janitor; no children. Call or address Williams, 136 West 27th St.

MALE NURSE.—Hospital graduate; gives massage and Swedish movements. Address H. E. B., Box 324 Times, Up Town.

UPHOLSTERER.—First-class skilled upholsterer and artist on draperies and curtains will engage by day or piece; references. Graves, 161 East 23d St., second bell.

VALET.—A reliable young man whose master is away for the remainder of the Summer would be glad to find a few gentlemen that would require his services morning and evening. Address Valet, 47 Irving Place.

Help Wanted—Females.

WANTED—A waitress to assist with a little chamberwork; small private family; steady place; must understand her work; bring references. Call, Thursday morning, 116 East 29th St.

WANTED—In the country, a competent cook and laundress; city references required. Call, between 9 and 12, at 9 East 34th St.

WANTED—A competent German cook in small family. Call, 9 till 1, at 123 West 77th St.

Help Wanted—Males.

GARDENER WANTED.—Must thoroughly understand the care of a gentleman's country place, the cultivation of vegetables, outdoor fruit and flowers, as well as the propagation of bedding plants. Address, with full particulars, references, and wages expected, S. S. Howland, Mount Morris, N. Y.

GENTLEMEN OF NEAT APPEARANCE WHO would like to engage in a business which will pay $15 to $30 weekly; no canvassing. 30 East 14th St., Room 12.

WANTED—A groom; lightweight; must have references. Address Box 747 Post Office, New-Rochelle, Westchester County.

Excursions.

Long Island Railroad's
GREAT EXCURSION ROUTES
TO THE SEA.

Manhattan Beach.
TRAINS LEAVE FOOT EAST 34TH ST.

6:20, 7:20, 8:40, 10, 11 A. M., 12:30, 1:30, 2:40, 3:40, 4:40, 5:40, and half hourly thereafter from 6 to 9:30 P. M., and at 11 P. M. Additional trains on Saturdays, 2, 3, 4, 5 P. M. On Race Days Coney Island Jockey Club, 12, 1, 2, 3, 4, 5 P. M. Parlor cars special 1 P. M. Sundays, 8:40, 10:10, 11:10 A. M., 12:10, 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:10, 4:40, 5:00, 5:40, 6:00, 6:40, 7:00, 7:40, 8:00, 8:40, 9:00, 9:40, 10:00 P. M.

WHITEHALL ST., termini of all elevated roads and street-car lines, hourly from 7:10 A. M. to 1:10 P. M., and half hourly from 1:40 to 8:40 and 9:10 P. M. Additional trains on Saturdays, 12:40 P. M. On Race Days C. I. J. C., 11:40 A. M., 12:40 P. M. Sundays, 8:10, 9:10, 10:10, 11:10 A. M., 12:10, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:10, 7:50, 8:30, 9:10 P. M. Parlor cars on all principal trains. Tickets on sale at elevated railroad stations.

ROUND TRIP, 50 CENTS.

SOUSA'S BAND.
Concerts every afternoon and evening.
PAIN'S
STORMING OF VICKSBURG
and
MAGNIFICENT FIREWORKS
every evening except Sunday and Monday.

Oriental and Manhattan Hotels.
FINE ROOMS—EXCELLENT CUISINE.

CONEY ISLAND,
BRIGHTON BEACH,
WEST BRIGHTON BEACH,
CONEY ISLAND POINT.
BOATS BY BAY RIDGE FERRY,
connecting with the
CULVER ROUTE,
Leave foot of Whitehall St., terminus of elevated roads, and all street-car lines.

Hourly from 7:10 to 10:10 A. M. and half hourly from 10:40 A. M. to 9:10 P. M. Last train from Coney Island 11:08 P. M. Sundays, 8:10, 9:10, 9:40, 10:10, 10:40, 11:10, 11:40 A. M., 12:10, 12:40, and every twenty minutes from 1:10 to 9:10, 9:40, 10:10, 10:40 P. M. Last train leaves Coney Island at 11:18 P. M. Tickets on sale at elevated railroad stations.

ROUND TRIP, 40 CENTS.

ROCKAWAY BEACH
AND JAMAICA BAY.
LEAVE LONG ISLAND CITY—6:35, 9:15, 11:00 A. M., 2:05, 3:50, 4:50, 5:45, 7:00, 8:00, P. M. Sundays 7:10, 9:15, 10:15, 11:50, A. M., 1:05, 2:00, 3:05, 4:15, 6:15, 7:00, 8:35, 9:30 P. M.
ROUND TRIP, 50 CENTS.

SHELTER ISLAND,
GREENPORT, SAG HARBOR, AND THE HAMPTONS.
FREQUENT AND FAST TRAINS.
See Time Tables.

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GLEN ISLAND

Most magnificent Summer resort in the world. Delightful sail on fast steamers. Two Grand Concerts daily. Wonderful foliage and plants. Unequaled Menagerie and Aquarium. "KLEINDEUTSCHLAND." "The Dairy." Boating, bathing, fishing, bowling, billiards. Steam Launches. Genuine Glen Island Clambake. Dinner à la carte.

—TIME TABLE.—
FROM PIER 18, N. R., foot of Cortlandt St., 8:45, 9:45, 10:45, A. M., 12:00 M., 1:30, 2:30, 3:30 P. M. FROM 32D ST., E. R., 9:30, 10:30, 11:30, A. M., 12:45, 2:15, 3:15, 4:15 P. M. BROOKLYN, SOUTH 5TH ST., 9:05, 10:05, 11:05 A. M., 12:20, 1:50, 2:50, 3:50 P. M. FROM GLEN ISLAND, 10:45 A. M. for Pier 18 and 32d St.; 11:45, 12:45 for Pier 18 only. ALL LANDINGS, 3:30, 5:00, 6:00, and 7:00 P. M.
40c.——EXCURSION TICKETS——40c.
EXTRA BOATS ON SUNDAYS.

IRON STEAMBOAT COMPANY,
THE ONLY ALL-WATER ROUTE TO
CONEY ISLAND,
STEAMERS LANDING AT THE OCEAN PIERS.
TO-DAY'S TIME TABLE.

FROM WEST 22D ST., N. R., 9:00, 9:45, 10:30, 11:15 A. M., 12:00 M., 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30, 8:15, 9:00 P. M. FROM PIER (NEW) NO. 1 N. R., 9:30, 10:15, 11:00, 11:45 A. M., 12:30, 1:15, 2:00, 2:45, 3:30, 4:15, 5:00, 5:45, 6:30, 7:15, 8:00, 8:45, 9:30 P. M. RETURNING, LEAVE CONEY ISLAND, 10:40, 11:25 A. M., 12:10, 12:55, 1:40, 2:25, 3:10, 3:55, 4:40, 5:25, 6:10, 6:55, 7:40, 8:25, 9:10, 9:55, 10:40 P. M. Excursion tickets, 50 cents. Tickets on sale at all down-track stations of the elevated railroads. East side passengers carried free from Whitehall St. to Battery Place and vice versa. Returning passengers require no tickets from Battery Place to Whitehall St.

LABOR DAY OUTING!
EXCURSION TO
MAUCH CHUNK, GLEN ONOKO,
AND THE
SWITCHBACK
VIA
CENTRAL R. R. OF NEW-JERSEY,
on
MONDAY, SEPT. 4.
A special express train will leave New-York from foot of Liberty St. at 8:15 A. M.; returning, arrive in the city at 9:00 P. M.
FARE FOR ROUND TRIP, $2.25.
Switchback tickets, 50 cents if purchased on train.

ERIE LINES.
——EVERY SUNDAY.——
SHOHOLA GLEN,
107 miles from New-York, on the banks of the beautiful Delaware River, 1,000 feet above the sea.
$1.00 Round Trip. $1.00
First express train leaves Chambers St. 9.00 A. M.
Second express at 9:30 A. M.
Five minutes earlier from West 23d St.
Six hours at the Glens. Home by 9.00 P. M.

Greenwood Lake Glens.
75c. Round Trip 75c.
Special express train leaves Chambers St. 9:45 A. M., West 23d St., 9:25 A. M. Six, to eight hours at the Glens. Choice of two express trains returning, making but one stop. Home by 7:00 or 9:00 P. M.

West Point, Newburgh and Poughkeepsie
Daily except Sundays by Day Line Steamers
NEW-YORK AND ALBANY.
From Brooklyn, Fulton St. (by Annex)...8:00 A. M.
" New-York, Desbrosses St. Pier......8:40 "
" New-York, West 22d St. Pier.........9:00 "
Returning, due in New-York at 5:30 P. M.
MORNING and AFTERNOON CONCERTS.

Instruction—City Schools.

MRS. HAZEN'S SCHOOL FOR GIRLS,
PELHAM MANOR, NEW-YORK.
Combined advantages of City and Country. Increased facilities for pupils. Reopens September 28.

J. H. MORSE'S SCHOOL,
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Autumn term begins Oct. 2. Thorough preparation for all colleges. Summer address of Principal, Cotuit, Mass.

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224 West 58th St., Central Park.
Strictly select school for limited number of boys.
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HOME BOARDING AND DAY SCHOOL FOR GIRLS, 667 Fifth Av. Rev. Dr. and Mrs. Charles H. Gardner, Principals.

MISS BARBER AND MISS MONTFORT'S morning classes for young ladies; academic, collegiate, and special courses; Oct. 4. 44 West 34th St.

FRANCIS B. ALLEN'S CLASS FOR BOYS, 13 West 42d St., reopens Sept. 28; number limited. Especial care with backward boys. 11th year.

CLASS FOR BOYS, 22 EAST 54TH ST., REopens Oct. 4. English, French, Latin. Fourteenth year. THE MISSES GRINNELL.

AT MISS PERRIN'S 696 MADISON AV., near 62d St., special classes in all branches of tuition; boarding pupils, $600 per annum; 15th year.

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Thorough instruction in every branch pertaining to preparation for business. Both sexes received. Morning, afternoon, and evening sessions. Experienced teachers.
1. ENGLISH and ACADEMIC Department.—Regular session begins Oct. 1 and ends July 1.
2. BUSINESS and SHORTHAND Departments.—Open all the year. Now is a good time to begin with these studies.
3. NIGHT SCHOOL.—Resumes sessions on the evening of Monday, Sept. 4, at 7:30 P. M.
EXPENSES MODERATE.—Tuition for one full session of nine months, $100; for six months in any one department, $60; night school, three months, $15.
For circulars call at the college office or address as above. CLEMENT C. GAINES, Prin.
MENTION THIS PAPER.

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SCHOOL FOR BOYS,
38 WEST 59TH ST.,
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THOROUGH PREPARATION FOR ALL COLLEGES.
SPECIAL COMMERCIAL DEPARTMENT.

SCHOOL FOR GIRLS,
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COMPLETE ORGANIZATION, INCLUDING COLLEGE PREPARATION, FROM PRIMARY TO ACADEMIC DEPARTMENT.

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SOCIAL ECONOMICS,
34 UNION SQUARE.
Opens Sept. 11. NEW-YORK.

COLUMBIA INSTITUTE, CORNER WEST 72d St. and West End Av.—Nineteenth year commences Sept. 27; spacious new buildings; collegiate preparation; intermediate and primary classes; commercial department; military drill; large playground; gymnasium; boarding pupils received. Send for illustrated catalogue.
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Reopens Oct. 2.
MARTHA S. THOMPSON, Principal.
Primary, Preparatory, and Academic Departments; prepares for college, having entered pupils at Barnard and Vassar; studio under the charge of Miss Botkin.
281 WEST END AV., CORNER 78TH ST.

CHAPIN COLLEGIATE SCHOOL,
721 Madison Av., (64th St.) The 74th year begins Sept 27. Boys fitted for college or business. Well-equipped gymnasium. Primary department, under careful instruction.
HENRY B. CHAPIN, D. D., Ph. D., Principal.

THE REED SCHOOL.
6, 8, 10 East 53d St. 30th Year begins Oct. 3.
Mrs. Sylvanus Reed, Resident;
Mr. J. Ramsay Montizambert, M. A., Head Master.
Primary, Secondary, and Collegiate courses, including all studies required at university entrance examinations.

YALE SCHOOL,
51 WEST 51ST ST.
Prepares for all colleges and for business.
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Opens Sept. 27, 1893.

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1863. 336 WEST 29TH ST. 1893.
Kindergarten, Day and Boarding School. Prepares for college and business. Opens Sept. 12.
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SCHOOL FOR GIRLS,
713, 715, 717 Fifth Avenue.
Primary, preparatory, and academic departments.
Preparation for college. Special courses.
Reopens Oct. 4.

MRS. LEOPOLD WEIL'S BOARDING AND Day School for Girls, Kindergarten and classes for little boys. Prepares for colleges. 711 Madison Av., cor. 63d St., and 111 West 77th St., between Columbus and Amsterdam Avs., New-York. The twenty-eighth school year begins Tuesday, Sept. 26.

THE MISSES GRAHAM,
Successors to the Misses Green,
Boarding and day school for girls, reopens Oct. 4 at the new location, 176 West 72d St., cor. Amsterdam Ave.—Sherman Square.
Miss Graham at home after July 1.

THE MISSES MERINGTON
French and English school reopens Oct. 2.
Resident pupils.
183 Lenox Av., near 119th St.

THE COMSTOCK SCHOOL.
Family and Day School for Girls; 31st year begins Oct. 4. MISS DAY, Principal,
34 West 40th St.

MISS WALKER'S SCHOOL FOR GIRLS, 148 Madison Av.—Reopens Oct. 2; numbers limited; school hours from 9 to 1; no home study for pupils under fourteen, who remain until 2 o'clock; applications by letter until Sept. 20.

A BUSINESS EDUCATION.—Bookkeeping, writing, arithmetic, correspondence, spelling, phonography, typewriting, ladies' department; day, evening; private instruction. PAINE'S BUSINESS COLLEGE, 62 Bowery; up town, 107 West 34th St.

THE MISSES GRINNELL'S
Day School for Girls, 22 East 54th St., re-opens Oct. 5. Primary, Academic, and Collegiate Departments. Special courses. Kindergarten, Oct. 10.

THE MISSES ELY'S SCHOOL FOR GIRLS,
RIVERSIDE DRIVE,
85TH AND 86TH STREETS, NEW-YORK.

HARVARD SCHOOL,
578 5TH AV.
REOPENS SEPT. 28, 1893.
Preparation for Yale, Harvard, Princeton, and Columbia. WILLIAM FREELAND, Principal.

MLLE. RUEL.
School for Girls reopens Oct. 4. (Number limited.) 26 East 56th St.

MISS ELIZABETH L. KOUES.
Boarding and Day School for Girls reopens Oct. 2. Pupils prepared for college if desired. 10 East 75th St.

MISS CHISHOLM.
School for Girls reopens Oct. 9. Miss Chisholm at home Oct. 2. 15 East 65th St.

MISS CROCKER.
School for Girls reopens Oct. 4. Primary and advanced work; classes for little boys. 69 East 52d St.

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MME. DA SILVA,
No. 24 West 38th St., New-York City.
School for girls. French the language of the school and family. Will reopen Oct. 2.

MISS GAYLER'S DAY SCHOOL FOR GIRLS, with kindergarten. Fifth year begins Wednesday, Oct. 4.
No. 174 West 86th St. New-York.

THE MISSES WREAKS,—School for girls. 21 East 74th St.
Reopens Oct. 3. Four resident pupils received.

F. G. IRELAND'S CLASS FOR BOYS, 25 West 42d St., reopens Monday, Oct. 2; limited to twenty-four. Mr. Ireland will be at the classrooms after Sept. 18, 9 to 1.

IRVING SCHOOL, (BOYS,) 20 WEST 59TH ST,
LOUIS DWIGHT RAY, M. A.
All departments. Gymnasium.
Reopens Sept. 28. Year book on request.

WOODBRIDGE SCHOOL. 12th Year.
417 MADISON AV. REOPENS OCT. 2.
NO JUNIOR DEPARTMENT.
J. WOODBRIDGE DAVIS. DAVID A. CENTER.

Instruction—Country Schools.

STEVENS SCHOOL.
THE ACADEMIC DEPARTMENT
OF THE
STEVENS INSTITUTE OF TECHNOLOGY,
RIVER ST.,
between 5th and 6th Sts., Hoboken, N. J.,
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Examinations for admission on the 18th and 19th of September.
Full courses of studies preparatory to Colleges and Schools of Science, Law, and Medicine.
The rate of tuition for all classes is $150 per year or $50 per term. These terms include all the studies.
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Three Full Courses of study. Location beautiful and healthful. Session begins Sept. 20, 1893. Send for Catalogue.

PENNINGTON SEMINARY.
Our catalogue is full of the very information you are now seeking for your son or daughter, and is so beautiful that it would grace your parlor table. Sent free. Address
THOMAS HANLON, Pennington, N. J.

MORRISTOWN, NEW-JERSEY.
MISS DANA'S School for girls reopens September 20. College preparation. Resident native French and German teachers. Special advantages in music and art. Terms for boarding pupils, $700 per year. Circulars sent on application.

RECTORY SCHOOL, HAMDEN, CONN., FOR boys; $325, $375; home influences; thorough school system; extensive grounds, gymnasium, boathouse. Address Rev. H. L. Everest, M. A.

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Thursday, Friday, Saturday, and Sunday,
Sousa's Grand Operatic Festival
THE UNRIVALED BAND
and
MLLE. SELMA,
Dramatic Soprano,
MME. ROSA LINDE,
the Famous Contralto,
SIGNOR FERNANDO MICHELENA,
the Eminent Tenor,
SIGNOR ARTUNE MANESCHALCHI,
the favorite Baritone,
and
MADAME MARIE TAVARY,
Prima Donna Assoluta,
all appearing in
THE BOHEMIAN GIRL,
IL TROVATORE,
FAUST,
and
CAVALLERIA RUSTICANA.

Pain's Vicksburg and Fireworks
Every Evening This Week.

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15th Annual Carnival of Fire,
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(3) Firework Displays One Evening. (3)
FAIRYLAND AND DAYLIGHT FIREWORKS.
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Niagara Falls, 750 Feet Long.
50 other devices. Thousands of Aerial Novelties. Flights of Hundreds of Bombs, 10,000 Rockets, Aquatic Wonders, Search Lights.
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THE NATIONAL FLAG, 400 FEET LONG,
will be unfurled
ONE MILE HIGH.
Pain's Patent and Great World's Fair Novelty.

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H. C. MINER..........Prop. and Mgr.
Opening MONDAY, Sept. 4.
MR. NAT C.
GOODWIN,
"IN MIZZOURA,"
By Augustus Thomas, Esq., Author of "Alabama."
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Grand open-air Circus and Vaudeville Show.
La Petite Freddie, the mighty Arabs,
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Enticing open-air concerts. Balloon ascensions.
Admission to all, only 25c. W. 42d St., W. 14th St., Christopher, and Barclay St. Ferries.

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E. H. SOTHERN. \| — \| LETTARBLAIR.
**Next Tuesday, Paul Potter's new play,
SHERIDAN;
Or, THE MAID OF BATH. (Seats Thursday.)

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DAN'S TRIBULATIONS,
BY MR. EDWARD HARRIGAN.
Music by Dave Braham.
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GRAND OPERA HOUSE. 23d St. and 8th Av.
Handsomest and Safest Theatre in New-York.
EVENINGS AT 8. MAT. SAT. AND WED AT 2.
THE SILVER KING.
Next week—THE WHITE SQUADRON.

KOSTER & BIAL'S, 34TH ST. WEST OF BROADWAY.
VAUDEVILLE AND BALLET.
MATINEE SATURDAY ONLY.

DALY'S THEATRE. Broadway and 30th St.
To-night at 8:30. Matinée Saturday at 2:30.
EDWIN CLEARY'S FRENCH CO., in the
Great "MUSICAL PLAY WITHOUT WORDS,"
L'ENFANT PRODIGUE.

AMERICAN THEATRE. SAT. MATINEE.
THE PRODIGAL DAUGHTER.
ROOF GARDEN OPEN. Admission to both, 50c.

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Eugene Tompkins's Grand New
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Matinées Wed. and Sat. at 2. Evenings at 8.
EXTRA MATINEE LABOR DAY.

HARLEM OPERA HOUSE.
COMMENCING MONDAY, MAT. SEPT. 4.
CHAUNCEY OLCOTT. MAVOURNEEN.
BOX OFFICE NOW OPEN.

RUSSELL'S COMEDIANS
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WORLD'S FAIR CITY DIRECTORY
will open the season at the
BIJOU THEATRE
NEXT SATURDAY NIGHT, SEPT. 2.

14TH ST. THEATRE. Near 6th Av.
Every Evening. Wed. and Sat. Matinée.
W. H. POWER'S ELABORATE PRODUCTION.
J. K. Murray, Clara Lane. GLEN-DA-LOUGH.

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RICE'S Surprise Party. Renewing its Enormous Success. Crowded with novelties. Labor Day Matinée. 1492

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Evenings at 8:30. Saturday matinée at 2.
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EXTRA MATINEE LABOR DAY.

BROADWAY THEATRE. Ev'gs at 8. Mat. Sat. at 2.
HOPPER \| PANJANDRUM.
EXTRA MATINEE LABOR DAY.

EMPIRE THEATRE. Broadway and 40th St.
Another Great Success,
LIBERTY HALL.
Evenings at 8:15. Regular matinée Saturday.

STAR THEATRE.—Ev'gs 8:15. Mats. Wed. & Sat., 2.
LOTTIE COLLINS
AND THE NEW BOSTON HOWARD ATHENÆUM STAR SPECIALTY CO.

MADISON SQUARE GARDEN.
TOWER AND ROOF GARDEN.
CONTINUOUS ENTERTAINMENT NIGHTLY.
Sensational Dances. Admission, 50 cents.

NIBLO'S. Commencing TUESDAY, Sept. 5.
THE LILIPUTIANS IN
A TRIP TO MARS.
"The Flying Heads."
Mat. Wed. & Sat. Box Office now open.

BASEBALL. POLO GROUNDS TO-DAY.
Two Grand League Championship Games.
ST. LOUIS vs. NEW-YORK.
First Game 2 P. M. Second Immediately After.
Admission, (including both games,) 50 and 25 cents.

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ROOF GARDEN.
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Best Variety Bill in America.
30 AMERICAN AND EUROPEAN STARS 30
MATS. MON., THURS., AND SAT.

EDEN MUSEE. WORLD IN WAX.
AT 2:30 P. M. AND 8 P. M.
GRAND VAUDEVILLE PERFORMANCE.

GARDEN THEATRE. Matinée Saturday.
LOIE FULLER AND HER COMPANY.
Next week Frohman's Comedians, "The Other Man."

Rooms Wanted.

WANTED—By a single gentleman big, quiet, furnished room below 23d St.; private family; no other lodgers; rent not over $20 per month. Address G. L., Box 190 Times.

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1,269 Broadway..........Near 32d Street
Open daily, Sundays included, from 5 A. M. to 9 P. M.

DENOUNCES HIS NAMESAKE

SHERMAN ADVOCATES REPEAL OF THE SHERMAN ACT.

Delivers His Announced Speech to a Large Audience—Is Not an Enemy of Silver, He Says, but the Country Must Not Suffer for the Good of a Special Interest —Mr. Teller Concludes His Harangue Against Wall Street Begun on Tuesday Afternoon.

WASHINGTON, Aug. 30.—The voices of two public men of national reputation were heard in the Senate to-day in the discussion of the financial question. The first of these was John Sherman, the author of the bill whose unconditional repeal should be a question of but a few weeks at the most, and the second was Mr. Teller, one of the champions of free silver in the Senate. The speech of Mr. Sherman was in behalf of the Senate committee's substitute for the House repeal bill, while that of Mr. Teller was on the bill increasing the circulation of the national banks, although Mr. Teller at times touched upon the silver bill.

Mr. Sherman secured the floor early in the day, and in this respect had the advantage of his colleague, who did not begin to speak until nearly 3 o'clock. Close attention was given to Mr. Sherman by the occupants of the galleries, which began to fill up as soon as it was known that he was talking. On the floor the Senator had the undivided attention of his Republican colleagues, as well as that of a good share of the Democratic members of the Senate.

Immediately behind him sat the bewhiskered Peffer of Kansas, while Mr. Bland and Representative Wilson were on the Democratic side of the chamber listening attentively to the Senator. Secretary Carlisle came up to the Capitol during the afternoon, and he gave attention to Mr. Sherman.

New-York's senior Senator was absent.

In the early portion of his remarks Senator Sherman was not at his best, but as he progressed he warmed up to his subject with his usual vigor, and when he reached that portion of the speech where he gave the history of the so-called silver-demonetizing act of 1873 he attained his old-time energy and force.

The problem for Congress to solve, Mr. Sherman insisted, was how to procure the largest use of silver without demonetizing either gold or silver.

The Senator also discussed the act misnamed after him, and after a historical review of its passage remined his colleagues that the law on the statute books was far better than the original bill passed by the House or that passed by the Senate. A large portion of his speech the Senator devoted to the discussion of the "demonetization act" of 1873, which the silver men charge was tainted with fraud, and it was here that he had the closest attention of his hearers.

The Senator very carefully and very thoroughly went over that whole piece of legislation and convinced most of his hearers at least for one more time that the charge was not sustained. He rehearsed the story of the alleged raising of $500,000 by Ernest Seyd, the Englishman, which money was reported to have been used as a bribe in influencing the legislation of 1873. He demonstrated that this could not be correct, because Mr. Seyd, being an honorable man and a gentleman, had written a book and had also written letters which showed that he was a bimetallist and would not be likely to assist in any way in securing the passage of a bill demonetizing silver.

The "fellow" to whom Mr. Seyd was alleged to have revealed this secret prior to his death was an obscure Anarchist and an enemy of mankind, and his story would be hooted at by any lawyer and any honest man.

In the further discussion of the subject Mr. Sherman quoted from the *Record* to show what a change had come over the Senator from Nevada (Mr. Stewart) since the passage of the act of 1873. Mr. Sherman showed that in 1873 Senator Stewart had declared himself unreservedly in favor of gold, and that in 1874 he had said that gold was the universal standard of the world, and everybody knew what a dollar in gold was worth. Mr. Sherman also showed that the six Pacific coast Senators had voted for the so-called demonetization act which they now fiercely denounced.

The laugh was on Senator Stewart, who seemed about to swallow his whiskers in his confusion, and at the close of Mr. Sherman's remarks Mr. Stewart gave notice that on Tuesday next he would give a "true history of the demonetization of silver."

Mr. Sherman was but rarely interrupted, and at the close of his remarks he was greeted by a round of applause from the galleries and by congratulations from his fellow-Senators. The friends of repeal are elated over his speech and are confident that the barriers to an unconditional repeal of the law grow less day by day.

Mr. Teller's speech was a continuation of that begun by him yesterday, and he spoke for about two hours. He paid his respect to the bankers of New-York, to whose interference he ascribed many of the ills that now afflict the people. They knew all about rates of exchange, discount, &c., but not one of them had given any thought or attention to the question of the science of money.

The advocates and opponents of repeal in the Senate are each keeping a sharp lookout on the doings of the other side. The advocates of prompt and unconditional repeal, fully aware of the intention of the silver Senators to protract indefinitely the debate on the bill, are already considering the best means to thwart the objects of the other side and bring the bill to a vote at an early day. No positive steps have yet been decided upon, but the majority have in contemplation the holding of night sessions.

Extra time will therefore be available for the delivery of speeches by those who care to be heard on the subject. This plan does not include all-night sessions with the view of exhausting the physical endurance of the silverites, but merely means that the Senate shall meet every night until a reasonable hour, and then, when the opportunity seems ripe or when the silver people show a disposition to delay, a vote will be demanded and stubbornly insisted upon.

The leaders of the majority believe that reasonable time should be allowed, but nothing more, and that the one object to be kept in view is the passage of the bill which the whole country is demanding.

At 12:30 P. M., the bill to repeal the Sherman act being before the Senate, Mr. Sherman started upon the address of which he had given notice the day before. He said that the immediate question before the Senate was whether the United States should suspend the purchase of silver bullion under the act of July, 1890. It was to decide that question that the President had called Congress together in special session. If that was the only reason for the extraordinary session it would seem to him insufficient.

The mere addition of 18,000,000 ounces of silver to the mass of silver in the Treasury, and the addition of $140,000,000 Treasury notes to the $1,000,000,000 outstanding would hardly justify the call. The call was justified, however, by the existing financial stringency, growing out of the fear that the United States would open its mints to the free coinage of silver.

This was the real issue. The gravity of it could not be stated in words. If the single standard of gold were had without the aid of silver the relations between capital and labor would be disturbed, the industries of the country crippled, and the value of silver still further reduced. On the other hand, if the purchase of 54,000,000 ounces of silver per year were continued the United States would be eventually brought to a single standard of silver. On one thing Congress and the country agreed—that was that these two extreme conditions should be avoided and that both gold and silver should be continued in use as money as measures of value.

Monometallism, pure and simple, had never gained a foothold in the United States. The free coinage of silver meant a single standard of silver. It meant a reduction of the wages of labor—not in the number of dollars, but in the quantity of bread and meat and other necessaries of life that it would purchase. It meant the repudiation of a portion of all debts, public and private. It meant a bounty to all the banks and savings institutions and trust companies. The problem which Senators had to solve was how to procure the largest use of gold and silver without demonetizing either.

Mr. Sherman went on to give a history of the circumstances which led up to the passage of the act of July, 1890. It was a far better law, he said, than the bill which the House had then passed or the bill which the Senate had passed. Senators who criticised it ought to remember that it was a substitute for a bill of the House and for a bill of the Senate, either of which would have been more dangerous in its results than the law of 1890 was. The President of the United States was not justified in ascribing to that law the present financial stringency. If the President had taken a broader view of the causes of the stringency, it would have been easy for him to explain it.

There was among the nations of the world one great creditor nation which held American bonds and securities in various forms to the amount of thousands of millions. It was a country which had not been invaded by a foreign foe for 500 years. Its insular position was its safety. It was a nation of intelligent people, which commanded the commerce of the world, and whose flag floated on every sea. Americans should not be ashamed of that people, should not hate or dislike them, because Americans were their children, and possessed very much of the qualities of the parent stock. England was the great creditor nation; but England, in its vast enterprises, had become involved in difficulties since the passage of the act of 1890. It had investments amounting to hundreds of millions in the Argentine Confederation. By some sudden collapse in those investments the great banking house of Baring Brothers was toppling to its fall when the Bank of England and the other banking houses came to the rescue and obtained money from France and other countries of Europe.

The immediate result of that was that American securities were sent home for sale, and their proceeds in gold were shipped back to pay the losses of Great Britain in the Argentine Confederation. The United States was a great and rich and powerful country, but it was a new country. Its wealth was not in gold and silver, not even in bonds and mortgages to be sold abroad. Its wealth was in its mines, its farms, its workshops, its railroads. These were its sources of wealth, but these were also its danger, because they could not be developed without going into debt; and that debt might be demanded any time, and had to be paid, in gold, or silver, or something else.

"Following the Argentine trouble," Mr. Sherman continued, "the failures of the Australian banks came, and the same process of sending American securities home for sale went on, with the same result. Gold was withdrawn from the United States. Other causes had combined to produce the existing trouble. At the time that these experiences were going on, Austria-Hungary, Roumania, and several other countries in Europe were changing from a paper and silver standard to a gold standard. They had made demands for gold through English bankers, and the latter had had to sell American securities in order to get the gold.

There had been still another trouble. For the first time in many years the balance of trade had turned against the United States last year. Hitherto the balance had been in favor of the United States to the amount of $50,000,000, $100,000,000, and sometimes $200,000,000. The last fiscal year the balance of trade was against the United States to the amount of $18,735,000. Whether it would be so next year, no one could tell. He believed that, with the crops now ripening, the balance of trade would probably be in favor of the United States this year, and he believed that the forced economy which always followed a panic would be of itself a protection against unusual and unnecessary imports. So the Senator hoped that next year there would be no difficulty in the matter of balance of trade.

It seemed to him that the President of the United States, with his broad conception of public affairs, should have stated that the existing depression did not arise from the purchase of 4,500,000 ounces of silver bullion per month, but that it had come from causes as apparent as the sky, as broad as the firmament, as open to the eye of every man as the sun or the moon. The erroneous idea had been created in the public mind that that small measure, (the act of 1890,) had produced results with which it had no connection, but, nevertheless, the situation was on the country, and Congress had to deal with that situation, not with the act of 1890.

Something had been said yesterday by the Senator from Colorado (Mr. Teller) about the loss on the bullion purchased under the act of 1890. The average price paid for it was 74¼ cents per ounce, and the loss, calculated on the value of silver to-day, was $22,345,356. It would be remembered that Treasury notes had been issued for the 150,000,000 ounces of silver purchased to the amount of its cost; that no interest was paid on these notes, and that they had been used by the people as current money.

"Suppose," said Mr. Sherman, "that this provision had not been made in 1890. Suppose that we had been compelled to face the storms which followed 1890—the losses by investments in the Argentine Republic, the failures of Australian banks, and all these other troubles—without having any increase of currency. Who can tell what the result might have been? Suppose the Sherman law had not been on the statute books, who can tell what would have been the consequences to this country from the great depressing facts which I have mentioned?

"Sir, give the devil his due. The law of 1890 may have many faults, but I stand by it yet, and I will defend it, not as a measure of good public policy, not as a measure in which I take any pride—because I was yielding to dire necessity—but because without it we would have met difficulties in 1891 and 1892 which would have staggered us much more than the passing breeze of the hour. We might have had a financial storm for a month, or even a year, growing out of causes entirely different from the causes assigned by the President.

"I am not blind in regard to the operations of the law of 1890. Long before our Democratic friends ever thought of providing any measure of relief, I proposed relief in a bill, which I introduced, in almost the same words as the bill of the Senator from Indiana, (Mr. Voorhees.)

"But did our friends on the other side see the danger then and help us to suspend the operation of the law of 1890? They can answer that question. I did think, after two years' trial, that it was better to suspend it, and we on this side of the chamber tried to do it, but we had no support, I believe, on the other side. It is therefore manifest that I am not a new convert to the repeal of the purchasing clause of the act of 1890. I do not, however, vote for the repeal with any expectation that it will, in any considerable degree, relieve us from the industrial stagnation that has fallen on all kinds of industries, and that has thrown out of employment hundreds of thousands of men and women.

"They care little for the kind of money paid to them, provided it has equal purchasing power with every other kind and is backed by the Government of the United States. They do not study the question of ratios, and, if it were left to their choice, they prefer the notes of the United States to either gold or silver. But they want employment. They want reasonable protection against undue competition with foreign laborers who are miserably paid, fed, lodged, and clothed. Give them this, and you may make your standard of value as you choose. These are the chief factors in the present financial stringency.

"And now, Mr. President, recognizing as I do, to its broadest extent, not only the ability of, but the power that is now intrusted to, the party in control in this Chamber and in the other house, I beg them, in view of the lesson which we are now receiving, to avoid doing anything that may endanger the interests of the country or stop any industry that is now profitably conducted.

"If they pursue a line of policy that will have that effect, by proposing a new tariff law, they will only involve themselves in the same troubles and in the same kind of defeat that we were involved in at the last election.

"You gentlemen (addressing the Democrats) have the responsibility for the condition and for the remedy. I trust in God you will exercise that responsibility wisely, but I fear, from the signs of the times and from the propositions that are being made, that you will disturb the interests of the country and add deeper and deeper lines to the dark days we are now suffering from.

"The President, in the midst of the panic, appeals to us to repeal this law, and he will not make this appeal to me in vain. I have no sympathy with him politically, but I believe that in this matter he is right, and that it is my duty to respond to his call. We ought to suspend the purchase of silver bullion. But the strange spectacle is presented that those of us who consider ourselves responsible for the law of 1890, and who voted for it, are willing to repeal it, while the great body of the President's political friends, who voted against it and denounced it, refuse to repeal it, and cling to it as the ark of safety.

"The law was a makeshift, but I think it was a good one to defeat the free coinage of silver on the ratio of 16 to 1; and I think that in that respect it has rendered enormous service to the country.

"It is said that the demand for its repeal comes from banks and bankers, and that they have combined together to accomplish its repeal. Such a consideration should not influence us either way. I will vote for the repeal of the law because I believe that the purchase of silver is no longer necessary, that it is unprofitable and dangerous. Not that I wish to depreciate silver. I would gladly advance it to a parity with gold at the legal ratio. But, as that is impossible, I am willing to vote for any measure that will tend to a parity of the two metals at any fixed ratio. I will co-operate in any measure that will tend to maintain the harmonious use of silver and gold as standards of value.

"Now, in regard to the future. If the purchasing clause is repealed, what then? I do not want to advise either the Executive or Congress. I have no right at all to have my advice weighed in its councils. But I take it that, whether we are Democrats or Republicans, we are all Americans, and that every American desires to do that which is best for the country and for all parties. Anyway, I think that there are certain urgent duties resting on the Democratic Party at this time. I think that the first object which we all have in view is to preserve intact the parity of all our money.

"We have now $600,000,000 or $700,000,000 or $800,000,000 of paper money outstanding, for which we are responsible. We have undertaken to maintain that at parity. How? Ordinarily a small reserve is sufficient to give security and to prevent any fears. But in times like these it is the duty of the party which has the power of government in its hands to strengthen the reserve so that there shall be no fear that we may not maintain the parity of all forms of money in the country.

"It may be necessary to issue securities in order to buy gold. Our bonds would command gold in any market. They would draw it from the Bank of England. United States bonds paying not over 4 per cent. interest would command gold everywhere. Although this is not my business, it is at the same time the only way by which you can summarily acquire the possession of gold to maintain your reserve. I tried at the last session of Congress to aid the Democratic Party—the first time I ever tried to aid it—by securing to its administration a law that would enable the Secretary of the Treasury to maintain his reserve in case of necessity, but Senators on the other side were afraid of the popular effect of such a law, because a little interest would have to be paid and the bonded indebtedness increased.

"They thought it was much cheaper and easier to issue more United States notes, and that such issue would be likely to strengthen and mature their power, while it would rather increase and bring about the danger. I hope, therefore, that the next measure of relief which my friend from Indiana (Mr. Voorhees) will provide will be some broad, liberal measure authorizing the President or the Secretary of the Treasury, whichever he prefers, to exercise the power, if necessary, to sell securities in order to maintain the parity of all our currency.

"There is another thing. We must not overlook the fact that possibly the balance of trade may be against us next year. The appropriations made at the last Congress, though made after the scrutiny of careful economists, may exceed the revenues of the Government, and some authority to make good the deficit, whatever it may be, ought to be provided by law. Some power should be given to the Executive in the matter. If that be not done, and the revenues be not sufficient to meet the expenses, the Executive would have no power to meet the deficit. Such power has always been granted by a party to any Administration whenever the necessity has arisen. We ought to encourage in every possible way the exportation of our products, although I do not precisely see how this can be done.

"If any measure can be devised to facilitate transportation, even by the use of American vessels, it ought to be done. We ought to pour the wealth of our country into the laps of all European countries. I do not precisely see how we can do it, but the people of the United States are an ingenious people and they may devise ways and means for meeting any demand made on our resources by the countries of Europe or other countries.

"Another thing can be done, I think, for immediate relief. By a strange rule of logic we can coin an equal amount of dollars out of a given quantity of bullion and then have a surplus over. If there is such a surplus in the Treasury—and I suppose there is—I would undoubtedly coin that surplus and use it, if necessary, for the ordinary operations of the Government. I do not believe in buying silver from our people and then coining the same amount and having a large profit, as they call it. If it is a profit, it is an outrage; if it is not a profit, it is a fraud—and I think it is a fraud."

At this point of his speech Mr. Sherman deviated from the direct path of his argument to reply to and clear away all the charges and aspersions made by Senators and others in connection with what is called the act demonetizing silver in 1873, and he confessed to some annoyance at the statement made the other day by Mr. Voorhees that the action of those who had managed that legislation had been stealthy and treacherous.

Mr. Voorhees declared that nothing could be further from his purpose and intention than to say an unkind or disrespectful word about the Senator from Ohio. That Senator was not in his mind at all when he uttered those words. But as they were disagreeable or offensive to him he expressed his regret at having uttered them, and declared himself incapable of inflicting an affront unprovoked on any gentleman in the Senate or elsewhere.

Mr. Sherman said that certainly he did not desire to say anything more on the matter, being entirely satisfied that what the Senator from Indiana had said was due to his exuberant eloquence. [Laughter.] He intended now to produce the public record and make the matter of the act of 1873 plain and clear and to show that the whole proceeding was free from corruption and was honorable to Congress.

"And hereafter," he added, in angry and excited tones, "when any man makes that imputation I will simply say that it is a falsehood, and I brand it so now and then. There has never been any bill freer from immoral or wrong influence than the act of 1873, and to say that it was passed surreptitiously is a falsehood and a lie, by whomever uttered."

Mr. Sherman devoted some time to an exposure of the falsehood of a letter written by some one who avowed himself as an Anarchist, and who professed to repeat a statement supposed to have been made to him by Ernest Seyd, as to his having bribed Congress to pass the law of 1873. He declared that Mr. Seyd was as extreme a bimetallist as any man within the sound of his voice, and that the statement of the obscure Anarchist was a lie made out of the whole cloth.

Mr. Sherman boldly avowed his connection with the legislation of 1873, and said (alluding tauntingly to Mr. Stewart of Nevada) that he would not plead the baby act. The Senator from Nevada, representing as he did a State of 53,000 intelligent, active, industrious people interested in the mining of silver and gold, ought to have known at the time whether the dear "dollar of the daddy" was dead and gone or not.

He quoted from speeches made by Mr. Stewart in the Senate in 1873 and 1874 these words: "I want the standard gold, and no paper money that is not redeemable in gold. * * * By this process we shall come to a specie basis; and when the laborer shall receive his dollar it will have the same purchasing power of a dollar. Gold is the universal standard of the world. Everybody knows that."

The reading of these quotations, showing such a remarkable change of opinion on the part of Mr. Stewart, provoked general laughter at the expense of that Senator, who looked somewhat bewildered, but only stroked his long beard.

Subsequently, however, he promised to reply to Mr. Sherman on Friday next.

Mr. Sherman followed up his advantage over the Nevada Senator by exhibiting a newspaper published in that State, one whole side of which was occupied with notices of assessments on silver-mining stock, all "payable in United States gold coin." Then he came back to the main subject of his speech and said:

"I do not think that the stoppage of silver coinage was the end of silver. We have proved that the mere purchase of silver by us on a declining market is an improvident use of the public money and ought to be abandoned, or at least suspended, until a time may come when, by an international agreement, or by some provision of law, we may guard against the possibility of coming to a single standard of silver. That can be done. What do we do now but simply stop the purchase of silver? We do not say when we will renew it again. We simply say that now, in view of the possibility of a panic, it would be unwise for us to waste either our credit or our money in buying that which must lie in the cellars of the Treasury unused.

"It was in order to give assurance that we do not intend to destroy the silver mining industry of the West that we put into the bill reported by the committee the provision proposed by the Senator from Indiana. Instead of aiding to strike down silver I would like to build it up; and any measure that will do so and will not demonetize gold will meet my approval and support. But I would not dissever the financial business of this great country, with its 65,000,000 of people, from the standards that are now recognized by all the Christian nations of Europe. I would not have any measure of value less valuable than that of the proudest and haughtiest country in the world.

"This is not a question of mere interest to Nevada or Colorado. It is not a question of what Wall Street will do. Wall Street will be always doing some devilment or other—it makes no difference who is up or down. I take that as a matter of course. The question is, what should be done for the people of the United States in all its length and breadth, and, therefore, if Congress will say that in its opinion it is not wise now to continue the purchase of silver bullion, there will be no injustice done to Colorado or Nevada.

"Are we bound to build up the interest of one section of the country at the expense of the rest? No, no; I believe, heartily and truly, that the best thing we can now do is to suspend, for the time, at least, the purchase of silver bullion."

Recurring to the suggestion of authorizing the issue of bonds, Mr. Sherman said:

"I am willing to trust to your executive officers. If you are not, it is a strange attitude in political affairs. I would give power to protect the credit of the Government against all enemies at home and abroad. If the fight must be for the possession of gold, I would use our cotton and our corn and our wheat, and I would protect our credit against all mankind.

"As to silver, I would say that we prefer to wait a while until the skies are clear, until we see the effects of the suspension of silver coinage in India, and see what arrangements can be made for another international monetary conference. In the meantime, let the United States stand on its strength and credit. I think that soon all these clouds will be dispersed, and that we may go home to our friends with the conviction that we have done a good work for our country at large." [Applause.]

Mr. Sherman concluded at 2:40, having occupied two hours and ten minutes.

Mr. Teller Finishes His Speech.

When Mr. Sherman had concluded, the repealing bill on which he had spoken was laid aside, and the national bank circulation bill was taken up to allow Mr. Teller (Rep., Col.) to finish the speech he began yesterday. Mr. Voorhees gave notice, however, that after the morning business to-morrow he would ask the Senate to take up the repeal bill, and would do so from day to day—subject, of course, to his desire to accommodate Senators.

Stewart (Rep., Nev.,) then suggested that there was no quorum present, and the roll was called.

Fifty Senators, more than a quorum, having responded to their names, Mr. Teller (Rep., Col.,) proceeded with his speech.

He assumed from newspaper articles which he quoted that a scheme had been organized early in the season in New-York for the purpose of creating a financial panic that would compel at an extra session the repeal of the purchasing clause of the Sherman act. He would not have any one infer that the bankers had intended to create the condition of affairs that now existed, but he did believe that they had intended to create distrust that would compel the President to call Congress in extraordinary session and thus secure action, first, on the repeal of the purchasing clause, and second on the question.

The repeal of the purchasing clause was second to the question of issuing a large amount of Government bonds. But the panic had got away from them. They had rather overdone the business, and had frightened the people more than they had intended to do. Now they had nobody but themselves to blame and they should not complain.

Mr. Teller attacked the national banks, declaring that as banks of issue they had been as great failures as they had shown themselves to be as banks of deposit and banks of exchange. He was opposed to the extension of the banking system. If the conduct of the banks recently could be taken as a criterion on what they would do in the future, he was opposed to the extension of the system for any purpose.

The control of the paper money of the country should not be lodged in any corporation or any individual. It was the prerogative of the United States to issue its own currency; and this was a good time to reform its banking system. The Senator would not, by his vote, put any more power into the hands of the banks of the country. He would not enable them any longer to paralyze the business of the country as they were doing to-day. If he had a fair opportunity to wipe them out, he would wipe them out as quickly as he could. He was opposed to the present system. He desired to withdraw from the banks the privileges they now possessed.

At the conclusion of Mr. Teller's speech the Senate went into executive session, and, when the doors were opened at 5 o'clock, adjourned.

DULL DAY IN THE HOUSE.

Discussion Over the Proposed New Rules—The Chamber Redolent of Tobacco.

WASHINGTON, Aug. 30.—Having better weather to-day than has prevailed at the capital for a week, the House entered into the discussion of the rules with some spirit, but not with the development of any such controversy as that of yesterday between the ex-Speaker and the Speaker.

Mr. Holman, who is not on the Appropriations Committee, caused some surprise when he advocated the giving to the Invalid Pensions Committee of the Pension Appropriation bill. He did not gain his point.

Mr. Wilson of Washington, who is a very good talker, a strong champion for the Northwest, and a candidate for election to the Senate from Washington, made a motion to increase the Ways and Means and the Appropriations Committees to nineteen members each in order that the additional gentlemen could be appointed from States beyond the Rocky Mountains.

He seemed to doubt the principle of selection of the new committees, for he declared that his colleague, Mr. Doolittle, who represents a State in which 118 inches of rain fell in a year, had been made a member of the Committee on Arid Lands.

The Democrats would have explained that, probably, by saying that it was not of much consequence how the Republican members were disposed of, but the majority had been very particular that the Democrats from all sections should be employed in the best manner. In spite of Mr. Wilson's spirited speech, the House refused to make additional committee places for the coast States.

By adopting the rules before the House the members will deprive themselves of one enjoyment which they are now permitting themselves.

Rule XIV., Clause 7, for instance, forbids members to smoke on the floor. It has not yet been adopted. The annoyance which the adoption of this rule will bring could be imagined at a glance over the House this afternoon. Members were enjoying their cigars all over the House, although they were not putting their feet upon their desks, as uninformed persons imagine they sometimes do.

C. W. Stone of Pennsylvania blew a little cloud of smoke from his mouth, in which he held a robust cigar. Mr. Catchings of the Rules Committee puffed gently at his cigar, with a sort of regard for the rule of decorum. Mallory of Florida smoked candidly and let his match blaze in the open when he needed a light. Mutchler of Pennsylvania, who is in his first term, had evidently not learned that smoking was objected to. Stallings of Alabama smoked right under the eye of the Speaker, and so did Sayers of Texas, the Chairman of the Appropriations Committee, while further off Shaw of Wisconsin, close to Gen. Henderson of Iowa, another smoker, made a little cloud of his own.

Boatner of Louisiana, who enjoys a cigar, was evidently taking his last smoke before the rules were clapped on. "Joe" Cannon, a slow smoker, puffed the smoke from a Danville Perfecto in the face of Mr. Kilgore, and the Texan did not "kick."

Bell of Texas smoked with evident ignorance of any rule to the contrary, but Storer of Ohio rather "smoked through his hat," and then laid the cigar upon his desk to smolder in a circle of blue. Mercer of Nebraska, who has not been here long enough to know that the rules were not made for smokers, smoked at the back of the House, and Tarsney of Missouri stepped into the area in front of the Speaker with his cigar in his mouth and his head dimly seen through a cloud, while he listened to Mr. Holman. There may have been other offenders, but that was the list seen at a glance.

Upon the opening of the House Mr. Talbot (Dem., Mo.,) asked unanimous consent to introduce a bill repealing the statutes authorizing the appointment of Marshals and Supervisors of Election.

Mr. Dingley (Rep., Me.,) objected.

Mr. Breckinridge, (Dem., Ky.,) from the Committee on Appropriations, reported the Urgent Deficiency appropriation bill, which appropriates $300,000, and it was passed. The items are $25,000 for bank-note paper, $200,000 for recoinage of subsidiary coins, and $75,000 for clerks to Representatives.

Mr. Bowers (Rep., Cal.,) asked consent for the immediate consideration of a resolution calling on the Attorney General for information as to whether any action has been taken in the cases now pending in which the Southern Pacific Railroad Company has begun action to dispossess settlers on the public lands.

Mr. Bynum (Dem., Ind.,) objected.

Then came the discussion upon the new code of rules, with the understanding that the general debate should close at 2 o'clock.

Mr. Hopkins (Rep., Ill.,) spoke in favor of an amendment which he proposed to offer at a suitable time, having in view the prevention of filibustering.

Mr. Kilgore (Dem., Texas,) criticised the rules of the Fifty-first Congress. That Congress had assembled with the declaration that it intended to do business, and it had done business. Its first action had been to clothe the Speaker with autocratic power, and the Speaker had not been unwilling to accept the crown. Unlike Cæsar, he had not thrice refused the crown.

That Congress had done business, and the people had heard of it, and had returned a large Democratic majority to the next House. The gentleman from Maine (Mr. Reed) had said that the Supreme Court had vindicated him. But there was a tribunal higher than the Supreme Court, higher than Congress, and that was the tribunal of the people, and that tribunal had not vindicated the gentleman or his Congress.

Mr. Kilgore then proceeded to denounce and ridicule the legislation enacted by the "Business Congress"—the Fifty-first Congress.

Mr. Grosvenor, (Rep., Ohio,) defended the rules of the Fifty-first Congress and the decisions of the Speaker thereunder. The spirit of the times, both in this country and in Europe, was in favor of parliamentary reform, he said. It had been stated that a cyclone had overwhelmed the action of the Fifty-first Congress and the rulings of its Speaker. He took this to be that there was a sort of riparian accretion of enthusiasm on the part of the Democrats.

A study of the election returns would show that Mr. Cleveland had not received more than 40 per cent. of the votes cast.

Mr. Grosvenor then continued to argue that the appointment of the committees of the House by the Speaker was detrimental to the good of the country. No other civilized country that had a popular Government had carried forward and made almost perpetual the power of one man to control legislation. His proposition was that the House ought to be, what it was not now, a representative body. He would follow for this purpose—and for this only—the example of the Senate.

Mr. Holman (Dem., Ind.,) opposed the proposed change in the rules by which one hundred members were made a quorum of the Committee of the Whole. He said it had been the adoption of this rule in the Fifty-first Congress that had opened the way for the excessive appropriations of that Congress.

Mr. Dingley (Rep., Me.,) advocated the adoption of the rules recommended, with the exception of the proposed amendment regarding what is known as the "consideration morning hour," which, he said, would result in the delay of public business.

Mr. Outhwaite, the new member of the Committee on Rules, closed the general debate in a brief speech defending the changes in the rules which had been assailed.

At the conclusion of Mr. Outhwaite's remarks the rules were considered by paragraphs. Mr. Wilson (Rep., Washington,) offered an amendment increasing the membership of the Committees on Ways and Means and Appropriations from seventeen to nineteen, the additional members to be appointed from the territory west of the Missouri River, which at present has no representation.

The amendment was supported by Mr. Caminetti, (Dem., Cal.,) but was defeated—yeas, 96; nays, 160.

Mr. Avery (Rep., Mich.,) moved to insert in the list of committees one on the public health, which was advocated by Messrs. Blair (Rep., N. H.,) and Johnson, (Rep., N. D.) The motion was defeated, 59 to 128.

Mr. Hooker (Dem., Miss.,) offered a motion to increase the membership of the Committee on Rules from five to eleven. It was also advocated by Messrs. Bryan (Dem., Neb.,) and Pickler (Rep., S. D.,) and opposed by Messrs. Breckinridge, (Dem., Ark.,) McCreary, (Dem., Ky.,) and Henderson, (Rep., Iowa.)

Mr. Henderson said that the gentlemen supporting Mr. Hooker's motion were endeavoring to reverse the verdict of the last election. The Democrats had won that election and put the South in control. The roll of the committees showed that the South controlled the majorities of those committees that framed the legislation of the country and had the Chairmanships of a majority of the committees. That was all right; that was the logical result of the election.

The South comprised the body and brains of the Democratic Party. The gentleman from Nebraska (Mr. Bryan) aided to bring about that massing of Democratic power, and should not now try to wiggle away from the legitimate effects of it and endeavor on the floor of the House to obtain fair treatment for all sections of the country. It was too late now to seek to remedy the condition in which he found himself. The place for that to have been done was at the polls last November.

Mr. Richardson (Dem., Tenn.,) denied that in the make-up of the committees the South had been favored while the North had been slighted. On the contrary, every important committee was composed of a majority of Representatives of the Northern States.

The House at 5:05 adjourned.

PREPARING FOR WAVERLY FAIR.

All Departments Will Be Ready for the Opening Saturday—Success Assured.

NEWARK, N. J., Aug. 30.—Preparations for the annual fair of the State Agricultural Society at Waverly Park are being pushed forward. Everything points to success. The entries in the live stock departments have closed. In the fine arts and perishable goods departments they may be made at any time previous to the opening of the fair.

The fair opens Saturday and continues until Friday of next week, excepting Sunday, each day having its special features. In speed premiums $5,800 is offered. Events will be decided as follows:

Monday—2:29 trotting class, purse $400; running race, five-eighths of a mile, purse $200; two-mile handicap bicycle race, under the sanction of the League of American Wheelmen Racing Board, for $75 in prizes; running race; three-quarter mile dash, purse $150.

Tuesday—Three-minute trotting class, purse $400; 2:29 class for three-year-olds, purse $3,000.

Wednesday—2:24 trotting class, purse $500; mile race for two-year-olds, purse $200; 2:22 pacing class, purse $150.

Thursday—2:17 trotting class, purse $700; 2:16 racing class, purse $600; five-eighths of a mile, purse $200.

Friday—2:45 trotting class, purse $400; 2:34 trotting class, purse $400; three-quarter mile dash, weight for age, purse $150.

Special attractions have been secured for the entertainment of visitors, including Miss Valdis, in a dive from an eighty-foot tower; flying trapeze performance; Dashaway and Vidella, horizontal bar performers; Prof. W. J. Hampton's dog, cat, and monkey circus; an excellent juggling performance, and a clown and his sagacious poodle from Les Ambassadeurs, Paris.

One hundred and seventy entries of horses have been made in the speed class and 82 in the show class. In the cattle department 198 entries have been made; in sheep and swine, 300 pens; in manufactures, 32 up to last night; poultry, 800; pigeons, 400; carriages, 40; farm machinery, 72; fine arts, 500, as well as a complete line of dairy implements and aparian supplies.

Among the leading exhibitors in the live stock department are Ewing O. Craft and J. M. Quivey & Son, Pennsylvania; Freeman & Button, Colton's, N. Y.; D. B. Coutter, Hilton, N. J.; George Evans, Plainfield, N. J.; A. H. Jones, Montrose, Penn.; William Lindsley, Elizabeth, N. J.; James Gurney, Woodhull, N. Y.; John E. Holcomb, Reaville, N. J.; J. O. Magie & Son, Elizabeth; R. Stirvison, Allamutchee, Penn.; Dr. Trimmer, Hackettstown; W. C. Addis, Delaware; J. W. McKane, Mount Herman; James Seeley, Geneva, N. Y.; E. E. Bergen, Newark; George Willikin, Youngstown, Ohio; R. E. Watson, Ohio, and George Lamond, Bound Brook.

The carriage, grape, floral, and poultry shows will be better than ever, although the latter will not be so large as in former years, as an entrance fee of $1 is charged in order to keep out all but really good entries.

To maintain order on the grounds a police force has been organized. A special detail of police will be appointed to keep vigilant night watch over all departments.

MAY BE THE MURDERER.

Police Capture an Italian Answering the Description from Yonkers.

YONKERS, N. Y., Aug. 30.—The body of Rafaello Lasso, the Italian who was murdered at Bryn Mawr last night by Angelo Carlatali, was brought to this city this morning and is now at Riley's morgue, where Coroner Mitchell will hold an inquest to-morrow.

The men were both employed at Bryn Mawr constructing a pipe line to connect the Pocantico water works with Mount Vernon, Tarrytown, and Yonkers. The place is about four miles from this city. One hundred Italians are employed on the construction.

Carlatali and a fellow-workman named Michael Lowich became involved in a quarrel on Tuesday night. Lasso, the foreman of the gang, attempted to act as peacemaker, with the result that the infuriated Carlatali drew his stiletto and plunged it into Lasso's neck, inflicting a wound from which Lasso in a short time died.

When last seen the murderer was running down the Northern Railroad tracks in the direction of New-York.

An Italian corresponding to the description of Carlatali given out by the Yonkers police was arrested yesterday morning by a detective from the Thirty-first Police Precinct at High Bridge. The man was at once sent down to Police Headquarters, and taken before Superintendent Byrnes.

Mr. Byrnes sent a telephone message to Capt. Mangin of the Yonkers police notifying him of the arrest. He then returned the man in custody to the police at High Bridge, to give the Yonkers detectives a shorter journey when they come over to identify him.

The Superintendent said that the man arrested corresponded in almost every particular with the minute description sent out of Angelo Carlatali.

The Mexican Methodists.

CITY OF MEXICO, Aug. 30.—There is likely to be trouble here among the Methodists. Bishop Riley of their Church has ordained five new native Deacons, although, it is said, a pledge was given by him some years ago that he would not exercise episcopal functions in the Republic of Mexico. The Bishop is in possession of the Church of San Francisco, one of the finest in the city, which is said to have cost more than $1,000,000.

NOTES OF THE SOCIAL WORLD.

PERSONAL NOTES.—Mr. and Mrs. John Murray Forbes of 105 Madison Avenue have been spending the Summer at Morristown, N. J. Mr. and Mrs. Henry Lenox Banks are still at Kedron cottage, Garrison's, N. Y. Mr. and Mrs. Philip J. Sands, Miss A. A. Sands, and Miss Elizabeth B. Sands are among the Lenox residents. Mr. and Mrs. Charles F. Roe have been enjoying the Summer about Highland Falls. Mr. and Mrs. Edward Allen Wickes are at their cottage, Kraus Kop, at Newburg. Mrs. Stephen Whitney and her family have, as usual, been at their Morris Plains home, Fair Lawns, for the Summer. Mr. and Mrs. Anthony Dyett and their daughter, Mrs. John Hill, have been spending the past two months at Netherwood. Surrogate and Mrs. Rastus Ransom are still out of town at their place at Tannersville, N. Y.

THE RETURN OF THE FORBES-LEITHS.—Mr. and Mrs. A. J. Forbes-Leith will be very gladly welcomed back to this city this Winter. When Mr. and Mrs. Forbes-Leith went abroad on June 14, it was generally understood that they would remain abroad for at least two years. By all sets in fashionable society, old and young, the announcement was much regretted. Last season Mr. and Mrs. Forbes-Leith did much at their beautiful Park Avenue mansion and at Sherry's to make things gay and delightful. They may bring several English relatives with them. While abroad, they have been at Fyvie Castle, Aberdeenshire, Scotland.

MR. AND MRS. FOLSOM ABROAD.—Mr. and Mrs. George W. Folsom will be missed from Lenox this Fall. They will probably remain abroad with their two daughters for over a year. There will be some archery tournaments at Lenox, but they will be less attractive than usual with Miss Folsom away. Mrs. Folsom instituted the archery tournaments at Lenox.

AN ENGAGEMENT ANNOUNCEMENT.—The engagement of Miss Marie Foster to James K. Woods of this city has just been announced. The date for the wedding has not yet been set, but in all probability it will be late in October. The wide circle of the acquaintances of both Miss Foster and Mr. Woods will assure a brilliant wedding.

RUMOR-MONGERS DENOUNCED

MAY BE PUNISHED FOR FALSEHOODS ABOUT MR. CLEVELAND.

The Markets Not Disturbed by the Stories of Mischief Makers—Men of All Parties Condemn the Originators of Absurd Tales About the President's Health—Talk of an Investigation at the Stock Exchange—What Some Bankers and Business Men Say of the False Reports.

If the rating of rumor mongers had not been destroyed by favorable conditions now ruling in the money market and by the brightening outlook for general business, the mischief makers who have tried in the last day or two to make financial and political havoc out of grossly tortured tales of President Cleveland's ill health would be handled in a way calculated to teach some instructive lessons.

The basis for the improvement now started has been too substantial to be disturbed by rumors so palpably absurd. Since these rumors were discredited in almost every quarter and had no appreciable effect, financially or politically, those who are enjoying the benefits of the improvement find themselves so busy with their affairs and so well contented that there is less incentive to follow up and expose the inventors of desperate devices for creating alarm than there might otherwise be.

Quite regardless of political affiliations, business men were thoroughly disgusted yesterday over the efforts to make it appear that Mr. Cleveland's condition of health was a subject for anxiety. There was talk at the Stock Exchange, where suspicions are now easily excited, of putting on foot an investigation to search out the sources of the disquieting rumors. The belief there was that it would not be very hard to learn who started them and that perhaps it might be worth while to make an example of the mischief makers.

Several members of the Governing Board of the Exchange talked informally about proposing an investigation, but in the absence of other members who ought to be consulted in regard to it the matter did not go further. The punishment measured out not long ago to a member of the Exchange for employing bear tactics and making bad conditions worse was regarded as a precedent which might creditably be followed in this case.

At the time of the suspension of Broker Weil from the Exchange, however, there were abundant evidences that what he had been doing had really influenced the market. The talk about Mr. Cleveland's condition, on the other hand, met with so little credence that prices were not affected by it, and, as prices have since continued on the upward march, it could not be shown that the latest rumors had served any other purpose than to employ the ingenuity of the calamity howlers.

Members of the Governing Committee and banking men, in talking yesterday of this matter, were disposed, although the rumors had been ineffective, to take into account the spirit that had started them. They were united in the opinion that the animus behind any attempt to impair confidence by willful fabrication ought to be exposed and followed up by such punishment as would discourage in the future all persons inclined toward that species of rascality.

President Joseph C. Hendrix of the National Union Bank had just returned from Washington yesterday when he was asked his opinion of the circulation of rumors of this kind.

"I have been too much engaged otherwise," he said, "to pay very much attention to this matter, and I think, perhaps, under the circumstances it would be more advisable for me to save my opinion for something worth talking about. The stories of the President's ill health have not occasioned any concern in Washington, so far as I know, and I have not discovered that they have found people in New-York to worry over them. Probably it will be enough for me to quote a Senator to whom I happened to speak about the matter, and who is well informed in regard to the President's condition: 'The man who wrote that story,' said the Senator, 'is the worst liar I ever read.'"

E. H. Pullen, Vice President of the Bank of the Republic, said: "It seems simply shameful that stories of this kind should get into print. There ought to be some way of stopping them or of punishing those who are responsible for them. Everybody knew that the President went to Buzzard's Bay shortly after Congress had convened in extra session because he needed a vacation. In his own statement to the public explaining his absence from Washington he said with entire frankness that his health was such that he required rest and could not afford to disregard the advice of his physician."

Charles R. Flint said: "It is outrageous that stories of this kind should have been put out. When one says that, he covers the entire ground. The Stock Exchange has decided virtually that men who devote themselves to the destruction of credit ought to be punished. It may be supposed that this rumor was intended to destroy credit by alarming the country. Even though it has failed in that purpose, it seems to me that an investigation is in order, if nothing more can be accomplished by it than to deter unscrupulous men from wanton and cruel mischiefmaking."

THIS WAS AN EVENTFUL FIRE.

Policeman and Fireman Fought and Two Brothers Were Arrested as Incendiaries.

Among the results of a fire early yesterday morning at 699 Second Avenue was the arrest of two men charged with incendiarism and a hand-to-hand fight between Fireman Goss of the Fortieth Street engine house and Policeman John J. Conley of the East Thirty-fifth Street Station. The men who were arrested were Andrew and Abraham Smith, the owners of the oyster saloon on the ground floor of the building.

The fire itself, while it did hardly $1,000 damage, caused considerable panic among the tenants, some of whom had to flee in haste for their lives. One young fellow, Conrad Lorsen, living on the third floor, was badly scorched about the hands and face while climbing down the fire escape.

The fight, which resulted in almost as much damage to furniture as the fire, took place in the second-story front room of 697, into which both Conley and Goss had gone, presumably in the discharge of their duty. They were found in there by Mrs. John Drennan, the occupant of the floor, who took them for thieves, and charged them with stealing a pocketbook containing $10.

Goss, it is then said, turned to the policeman and remarked in a significant way, "You were in here first." The policeman, who Mrs. Drennan says was not in uniform, retorted in kind and the argument grew so hot and the smoke from the burning house next door so thick, that Mrs. Drennan retreated from the room, leaving the men to fight out their quarrel. This they did to such effect that when Mrs. Drennan returned, after the two men had gone, she found her chairs, lamps, and brackets broken and scattered around. She also found the pocketbook over which the dispute had arisen. She forwarded a letter stating that fact to the station house.

The Smith brothers, who were put under arrest on the charge of incendiarism, come from Boston. Sergt. Hatton of the Twenty-first Precinct said yesterday that they had moved into the saloon on June 1, and had taken out a large insurance. "The blaze," he said, "sprang up in a moment, and yet the Smiths had not only managed to get themselves out of danger but to move two big trunks and a heavy valise right across the avenue. Capt. Martens was so suspicious of the case that he put two detectives on it at once who managed without much trouble to collect enough evidence to justify the arrest of the two brothers."

THEATRICAL GOSSIP.

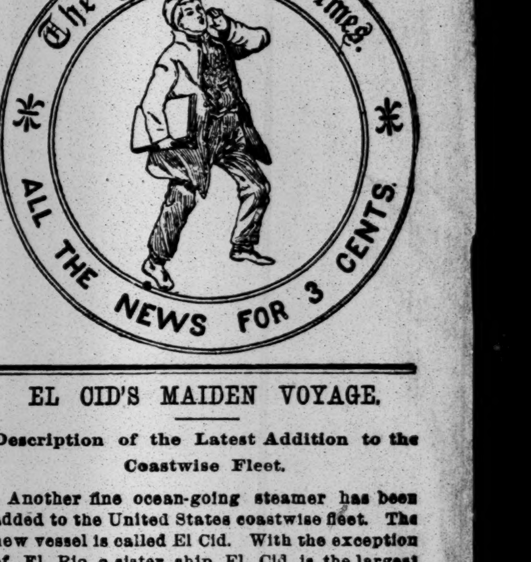
A. M. PALMER'S NEW STAR.—A. M. Palmer is going to star Minnie Maddern. H. G. Fiske, the actress's husband, has written the play, and A. M. Palmer has secured time at a Boston theatre and is engaging a company to support her. Minnie Maddern starred a few years ago in "Featherbrain" and "In Spite of All." On the conclusion of her tour, which ended somewhat prematurely, Miss Maddern married Mr. Fiske, the editor of the *Dramatic Mirror*, and said she had left the stage forever. If the present venture is successful, Minnie Maddern will be seen here in her new play next Spring.

THE PLAY NOT CHANGED.—"The ridiculous statement about Mr. Pinero altering and modifying 'The Second Mrs. Tanqueray' to suit the susceptibilities of American audiences," says the *Sunday Times* of London, "has been promptly and authoritatively denied. Mr. and Mrs. Kendal will present the play in America exactly as it was written, and as it was presented at the St. James's. Under no other conditions would Mr. Pinero allow it to be performed.

LOIE FULLER.—Loie Fuller's engagement at the Garden Theatre, which started so disastrously, is winding up with profit. Her entertainment has been improved and changed. Miss Fuller's company this week consists of Mrs. Alice Shaw, Isabelle Urquhart, Josephine Turner, Marie Cahill, Cara Daniels, Guy Standing, Signor Tagliapietra, and the Regent Quartet. Miss Fuller dances twice during the evening, at 9:15 and 10:15.

THE BOY CAN APPEAR.—A permit was signed yesterday by Acting Mayor McClellan allowing Willie Harrigan, the four-year-old son of Edward Harrigan, to appear with his father in "Dan's Tribulations." The Gerry society made an objection to the boy's appearance on a public stage.

FRAY BENTOS
is a town in Uruguay, on the River Plate. It would not be celebrated except that it is where the celebrated
Liebig Company's
EXTRACT OF BEEF
comes from, and in the fertile grazing fields around it are reared the cattle which are slaughtered—2,000 a day—to make this famous product, which is known 'round the world as the standard for
QUALITY, FLAVOR, AND PURITY.


The New-York Times
ALL THE NEWS FOR 3 CENTS

EL CID'S MAIDEN VOYAGE.

Description of the Latest Addition to the Coastwise Fleet.

Another fine ocean-going steamer has been added to the United States coastwise fleet. The new vessel is called El Cid. With the exception of El Rio, a sister ship, El Cid is the largest coastwise American steamer afloat. El Cid and El Rio have been built by the Newport News Docks Establishment for the Southern Pacific Transportation Company.

El Cid will sail from this port to-day on her maiden voyage. The destination of the new craft is New-Orleans.

El Cid has a length of 406 feet, a beam of 48 feet, and a tonnage, gross, of 4,665 tons. She is built of steel throughout, the outside plating having vertical lap joints below the water line. The new steamer has three continuous decks and a partial orlop deck at the forward end of the forehold. She is fitted with two steel-pole masts, and has booms for handling cargo, together with steam hoisting engines at the different hatches, and large deckhouses of steel with circular ports.

El Cid is provided with steam steering gear in the forward pilothouse and a screw hand gear in the after house. A flying bridge connects the forward house with the main house. Steam windlass and steam capstans are provided for handling anchors and hawsers, and a steel wire rope, with drum, is provided aft for towing. A complete electric-light plant provides for 112 incandescent lamps, which are scattered through the engine room, deck houses, crew space. There are portable electric lamps in the cargo space, electric mast-head light and side lights, and there is a powerful search light on a stand well up on the foremast.

The engines of El Cid are the design of Horace See. The type is triple expansion, with cylinders measuring, respectively, for high, intermediate, and low pressures, 32, 52, and 84 inches. The stroke is 54 inches. The distribution of steam in the high-pressure cylinder is controlled by one piston valve, another valve of the same type performs a similar duty for the intermediate cylinder, and two piston valves are provided for the low-pressure cylinder. The steam is introduced in the middle of each valve, which prevents the high-pressure steam from coming in contact with the valve-stem stuffing boxes. All are worked by the See-Marshall valve gear, and each valve receives its motion from a separate eccentric. The valves are placed as close as possible to their respective cylinders.

In the high-pressure and intermediate valve gear levers are introduced and connected to the valve stem and valve gear in such a manner as to cause the weight of the valve to counterbalance the weight of the connections below the lever, thereby dispensing with counterbalancing cylinders.

The engines are reversed by steam. The main pistons are provided with See's patent adjustable followers, which permit of adjustment to compensate for wear and of centring without the employment of tail rods, and will at the same time insure a steam-tight piston without undue friction. These followers are applicable to horizontal, vertical, or inclined engines.

The piston rods of El Cid are 7½ inches diameter. These and the valve stems are fitted with metalic packing. The crank shaft is fitted with Smith's adjustable thrust bearings, consisting of go-ahead and backing bearings. The air pump, single acting, is 32 inches diameter; stroke 25 inches. The total cooling surface in the condenser is 6,400 square feet. An independent centrifugal circulating pump is connected to the condenser, sea bilge, and ballast tank.

Steam is furnished by three double-ended boilers 13 feet 10 inches in diameter and 20½ feet long; each contains six corrugated furnaces, 43 inches inside diameter. The total grate surface is 400 square feet, and total heating surface 10,650 square feet. The working steam pressure is 165 pounds. The propeller is a built-up one with four blades. It measures 18 feet in diameter, with a pitch of 22 feet, true screw.

El Cid will be commanded by Capt. J. W. Hairthorn. The chief engineer is J. B. Miller.

REPRIMANDED BY THE JUDGE.

Lawyer Goldberg Gets a Severe Lecture in the Court of Common Pleas.

E. Townsend Goldberg, a lawyer of 280 Broadway, was reprimanded by Judge Giegerich of the Court of Common Pleas yesterday.

Mr. Goldberg was the attorney for Morris Moses, and in that capacity got an attachment from Judge Giegerich against George M. Miller for $3,500 on an open partnership account. Adolph L. Sanger, counsel for Mr. Miller, made a motion last week to have the attachment vacated, and yesterday Judge Giegerich, in granting Mr. Sanger's motion, paid his attention to Mr. Goldberg, saying, among other things:

"The plaintiff's attorney has been guilty of a most flagrant breach of Rule 25 of the General Rules of Practice, and perjury has been committed. These matters are, in my opinion, so grave that it behooves me to send the papers in this case to the proper authorities for their action in the premises."

Mr. Goldberg tried to make an explanation, but Judge Giegerich declined to listen, saying the lawyer might make his explanation before the "proper authorities," where the case would be, no doubt, thoroughly investigated.

LITTLE LIVER PILLS.

The Carter Medicine Company Gains an Injunction Against Substitutions.

From the Chemist and Druggist, London, England.

In the High Court of Justice, Chancery Division Royal Courts of Justice, Saturday, Aug. 5, 1893. Before Mr. Justice Romer. The Carter Medicine Company vs. Knight.

A pharmaceutical chemist at Bath, Somersetshire, England, named Joseph Knight has had an injunction made against him restraining him from selling any "little liver pills" not made by them. The evidence adduced satisfied the Judge that in one case he had endeavored to pass off as Carter's, pills he had bought from a London wholesale house.

Employes to be Paid in Gold.

WASHINGTON, Aug. 30.—Gold will be paid out on Sept. 1 by the Government to all its employes. The amount that will be disbursed here alone is about $500,000. Senators, Congressmen, clerks, and all will receive the shining gold coin. Much of it is already in circulation here, nearly $700,000 having been paid out in gold here since last Thursday.

Divided by departments the amount of gold that will be disbursed next Friday is about as follows: War Department, $93,000; Interior Department, $180,000; State Department, $150,000; Post Office Department, $40,000; Treasury Department, $100,000; navy, $7,000; Agricultural, $10,000; District of Columbia, $30,000; Printing Office, (weekly,) $18,000; navy yard, (weekly,) $18,000.

The Olympia's Trial Trip.

SAN FRANCISCO, Aug. 30.—The United States Steamship Olympia had her first trial trip on the bay yesterday. Judging from the way she moved, the contractors will be able to get more than the requisite 20 knots an hour when the official trial is made in the Santa Barbara channel.

TO OUR READERS AND FRIENDS.

For the purpose of aiding the readers of THE TIMES to purchase their newspaper with unfailing regularity, whether in the city or in the country, whether on steamboat or on railroad train, or at the Summer resorts, will our friends kindly fill out the accompanying blank and forward it to THE NEW-YORK TIMES, Printing House Square, New-York City, whenever they have been unable to procure THE TIMES of any of the dealers:

To the Publisher of THE NEW-YORK TIMES:

....1893.

A copy of your paper could not be had at............o'clock to-day of the newsdeale

at..

....

The reason assigned by him was..

....

☞ Be particular to indicate if this occurs on a railroad train or steamboat, and to give sufficient information to facilitate the investigation which will be IMMEDIATELY undertaken of EVERY complaint that reaches the office of THE NEW-YORK TIMES.

PAGES 9-10. THURSDAY, The New-York Times. AUGUST 31, 1893. PAGES 9-10.

BROOKLYN'S MAYOR AND "BOSS"

E. M. SHEPARD EXPRESSES HIS VIEWS REGARDING THEM.

His Article in the "Forum" on "The Brooklyn Idea in City Government" Attracting Wide Attention—The City's Attractiveness for Residence or Business, He Says, Has Been Diminished by the Reputation for Evil Brought to It by Mr. Boody's Mayoralty.

Edward M. Shepard of Brooklyn contributed to the last number of the *Forum* an article on "The Brooklyn Idea in City Government," which has attracted much general attention, but especial attention from patriotic Brooklynites. Mr. Shepard is widely known as a lawyer. Locally he stands as one of the most public-spirited of Brooklyn's younger citizens, and his familiarity with the political economies of the city permits him to handle the subject with fearlessness and accuracy.

Mr. Shepard says:

"As the visitor to Brooklyn crosses the noble bridge which bears Brooklyn's name, the first sight meeting him at the city's principal entrance—its Temple Bar, Brandenburg Thor, or Porta del Popolo—is a disorderly, slatternly, tumbled-down, dirty, obstructive agglomeration of railroad structures. As he emerges upon the street, if he is not too much depressed by the exuberant ugliness he is leaving to look about at all, his eye is next offended by a vacant plot, acquired a year or two ago by the municipality, from which old buildings are now wholly or partly torn down, and which remains a forlorn waste of filth and rubbish. This first glimpse of their city which the authorities of Brooklyn choose to give a stranger perfectly symbolizes the political misbehavior and official incompetence and untrustworthiness which they have induced Americans to believe are peculiarly rank within their jurisdiction. * * *

"But has there been decay in her municipal respectability? This inquiry brings more anxiety. Respectability in practice is, to say the least, as much a matter of the opinion of one's neighbors as it is of one's intrinsic or subjective merit, and it would be quite idle to deny—for everybody knows it—that, whether justly or unjustly, Brooklyn has of late sunk a long way in political credit. * * *

In all this there is no doubt much exaggeration. As nowadays we have forgotten the faults of which we were critical ten years ago, so things are not so bad now as they seem. If the visitor will courageously persist in his journey into Brooklyn, he will find a city of commodious and comfortable homes which has been sadly misrepresented as its chief gateway.

So, if he will look beneath or beyond the irresolute incompetence, the petty knavery, and the sagacious brigandage which during the last four years have been conspicuous elements in its ruling politics, he will find a perfectly sound and intelligent public sentiment. This sentiment would to-day, but for its lack of organization, administer the affairs of the city as such a sentiment ought to do, as it easily could do, and as it will do by and by, when the enormous and widespread pecuniary loss involved in the present misgovernment shall be appreciated by its citizens; for the direct loss occasioned to a great city by official waste and pilfering and by the profligate surrender of public franchises is much the smaller part of the whole loss.

"It is not too much to say that the reputation for evil brought upon Brooklyn by the last two years of Mr. Chapin's Mayoralty and by the present Mayoralty of Mr. Boody has seriously diminished, and will, while it lasts, continue to diminish, the attractiveness of the city for residence or business in the opinion of its own citizens, and still more of strangers, and therefore (for value is largely a matter of current opinion) the value of almost every piece of property within its limits.

"I believe there will soon arise an adequate popular appreciation of all this present discredit and loss which, added to the always existing incitements to civic duty, will within a year or two arouse the citizens of Brooklyn to rescue a great and noble city from permanent and irremediable disaster. The exceptional thoroughness and ability of its press, the legal attacks on particular abuses which have been picturesquely and effectively headed by Mr. Gaynor—a rather curious development of popular government by lawsuit, well worth a new chapter in the next edition of Prof. Bryce's 'American Commonwealth'—the resolute integrity of the higher courts, and the admonitions of respected citizens will probably give the inhabitants of Brooklyn all the light which may be necessary.

" * * * The evils in the present administration of Brooklyn demonstrate the power for harm which, under its charter, is possessed by a Chief Magistrate unworthily subservient to secret and dangerous influences. In that demonstration is made perfectly plain the corresponding power for good under the charter which belongs to a Chief Magistrate who will not betray the authority given to him in trust."

After referring to the large powers conferred on the Mayor by the charter of Brooklyn, Mr. Shepard says:

"It was the knowledge that Seth Low had adequate power to govern well or ill and that he alone held that power which, added to the belief that in fact Brooklyn under his Mayoralty was well governed, gave him, and practically without dissent, the most distinguished personal reputation which has come to perhaps any political character of Brooklyn.

"It is the knowledge that the present Mayor, Mr. Boody, has had and now has the same adequate power to govern well or ill, added to the well-nigh universal belief that Brooklyn is ill governed, which has destroyed the fair reputation he enjoyed when he entered the Mayoralty, and has brought to him a more nearly universal and contemptuous distrust of his political ability and character, on the part of his fellow-citizens, than has overtaken any Mayor of Brooklyn within the present generation.

"So effective is the operation of the 'Brooklyn idea' that, although the public concedes that a part of the general incapacity and low morale which belong to Mr. Boody's administration came over to him from his immediate predecessor, still, in view of the fact of his complete power to deal with the situation, not to speak of his perfect knowledge of the evils existing when he was chosen Mayor—a knowledge clearly enough shown by the criticisms which he himself had freely bestowed upon the administration of his predecessor—there is no doubt among attentive observers that the responsibility for the present situation belongs solely to him."

The condition of things in Brooklyn, Mr. Shepard also says, shows how reluctant Americans are, as a rule, to hold public office. By many the office is regarded as a reward of private virtue and not as a means of honest and efficient government. He continues:

"Another form of this sort of good nature on the part of the public is even more demoralizing. I mean the kindly disposition, where Mayors, Governors, and even Presidents are concerned, to place the responsibility for a failure to act right upon some one who, in the theory of the law, has no responsibility whatever.

"For greater clearness I take an illustration from the relations of the present Mayor of Brooklyn and its 'boss,' Hugh McLaughlin. Within the limits which Mr. McLaughlin has set for himself, or which have been set for him by some higher power, he is an able, even a wise man. He is cautious, moderate, patient, industrious, persistent. He is the original 'boss' in public affairs. As a 'boss' of mechanics in the Navy Yard of Brooklyn forty years ago he led successfully a political movement in the comparatively petty politics of ante-bellum Brooklyn, whose turbid stream ran between the patronage of the New-York Custom House on the one side and the patronage of the navy yard on the other; and his title of authority in his trade became his political title.

"Mr. McLaughlin has retained both this title of power and the power itself since that time, with few and brief interruptions. Meantime other 'bosses' have arisen, have flourished as political magnates, have made great sums of money, and have fallen, disappearing into jails or foreign lands or remote ranches of the Southwest. Those who understand public affairs and recall how few public careers in the United States extend over twenty years will best estimate the qualities which have for so long kept and augmented the political power and prestige of this man amid the important and enormous changes incident to the growth of one of the greatest American cities. His duties have, of course, been utterly unrelated to matters of political doctrine; he has steadfastly refused to let his vision be distorted or his art perverted by the irrelevance of tariff, currency, or State rights. His true function is an agency or trusteeship under what, in the transfer of stock, is called an 'irrevocable power,' for a large body of persons in Brooklyn holding or seeking office. They procure from him place or emolument to be enjoyed as long as he may deem it consistent with the interests of the entire body. He himself keeps the nobler possession of power, depending, not upon the will of any one supporter or section of supporters, but upon the general success of his administration of the spoils."

Mr. Shepard praises Mr. Boody as "a man of education, of pecuniary competence, of fluent and pleasing eloquence, and of undoubted kindness, generosity, and personal integrity," but says in conclusion that if American cities are not for the present to be governed by faithful servants, then, at least, "we shall be rid of indirection and pretense. The 'boss' himself will be Mayor, or, at least, a responsible and genuine lieutenant of his, visibly and without cant, embodying his ideas of spoils government."

Professional Women Interested.

The professional Woman's League listened yesterday to an interesting paper by the only physician among its members, Dr. Cordelia Williams of the New-York Medical College and Hospital for Women. Dr. Williams spoke on the uses and abuses of popular drugs, the evils of the cigarette habit, and much to the distress of many of her listeners strongly condemned the use of tea and coffee.

At the close of her remarks she was overwhelmed by lists of symptoms, general and personal, which she was asked to diagnose and suggest remedies for.

Dr. Williams has made arrangements at the hospital with which she is connected to receive the women of the league for treatment at reduced rates, or for any sum they may be able to pay in cases of financial trouble.

Among those present were Mrs. A. M. Palmer, Mrs. Knowles, "Aunt" Louisa Eldridge, Miss Martha Welby, Miss Rosa Rand, Mrs. Sol Smith, Miss Cora Tanner, Miss Alice Brown, Miss Viola Whitcomb, Miss Ada Gilman, Miss Marie Madison, Miss Emma Steiner, Mrs. Alice E. Ives, and Miss Sylvester Cornish.

A Church Destroyed by Lightning.

TROY, N. Y., Aug. 30.—The Roman Catholic Church at Minerva, Essex County, was struck by lightning Sunday night and entirely destroyed by fire.

DAYTON SHOOK UP THE PRIEST.

And Now Father Connell Is Suing the Long Island Railroad for $10,000.

The Rev. Edward J. Connell, pastor of the Roman Catholic Church of St. Rose of Lima at Rockaway, has brought suit for $10,000 against the Long Island Railroad Company for injuries, physical and mental, alleged to have been inflicted Tuesday, Aug. 18, 1891, by William Dayton, an employe of the railroad.

Father Connell started civil proceedings immediately after the alleged assault by putting the case in the hands of a Brooklyn law firm. The case was never brought to trial, and Father Connell alleges that this law firm duped him for two years.

Father Connell was seen yesterday afternoon by a reporter for THE NEW-YORK TIMES at the office of his counsel, Thomas Nolan, in the Consolidated Exchange Building. He readily consented to tell his story.

"The Rev. James Donohue, pastor of the Church of St. Thomas Aquinas, Fourth Avenue and Ninth Street, Brooklyn, and his Secretary, Bernard Daly, called on me Tuesday, Aug. 18, 1891," said Father Connell. "The Rev. John J. Hughes of Louisiana, Mo., who had been my guest during the Summer, was going away that night, and we all agreed to accompany him to the Pennsylvania Railroad station.

"We went to the station at Hammel's to take the 7:23 P. M. train for Flatbush Avenue, and bought our tickets. At the gate to the train platform William Dayton, a Pinkerton detective, sworn in as a Deputy Sheriff for the Long Island Railroad, was taking tickets. He was very much intoxicated. He took and punched our tickets for Flatbush Avenue, and when a train came along, about 7:30, he called out 'Train for Flatbush Avenue and East New-York.' There were about 200 persons, mostly women and children, waiting for a train, and, as only the Flatbush train was due, we all went to take this one.

"Just then, the conductor or brakeman, I don't know which, cried out, 'This train for Bushwick only,' and the gateman yelled at him, 'Why don't you get a new pair of lungs on you?'

"Our party went forward to take the first car, when Dayton, enraged at the mistake he had made, rushed through the line of people and came at us. With a great string of vile language, he ordered me to get back. I walked quietly back toward the station and Dayton, staggering toward me, caught me savagely by the collar. He shook me viciously and tore off the Roman collar which I wore. 'Get back into that pen,' he said with an oath. 'What do I care for your stiff collar?' Then he shook me and dragged me about forty feet. Leaving me he went at Father Donohue, Father Hughes, and Mr. Daly, shaking his club at them and calling them vile names.

"Just at this time the Flatbush train came in and, at my request, Policeman Gallagher, who was on it and who saw that Dayton was intoxicated, agreed to make complaint against him in the morning. He did make the charge, but I did not appear against Dayton, because I had been advised to take civil action against the company.

"At the time of the assault I was suffering from palpitation of the heart, and I was very ill, and incapacitated for attending to my duties for some time. The guard, or policeman, I suppose he is, who assaulted me was formerly a cowboy in the West. He was later a member of the Prospect Park police, but was discharged for drawing a revolver on a superior officer. Now that I have discovered why my case has not been brought up before this, I intend to push it vigorously."

STOCKS STILL BOOMING.

Good Effect of the House Vote for Repeal Felt Again Yesterday.

The stock market was decidedly stronger yesterday, the good effects of the vote in the House on the repeal of the Sherman silver-purchase law being by no means exhausted. Until the last hour the strength continued, when reports of riots in Chicago and a disposition to take profits on the rise helped to bring about a reaction.

The banks reported more receipts of money from the interior. The sums sent here were not large, but they served to show a turn in the tide in this direction.

The currency premium showed no increase yesterday, although the brokers reported a considerable demand. One firm said that it had sold $700,000, $500,000 of which was represented by two lots. The brokers paid ⅜ per cent. and charged customers ¾ per cent.

There was no lack of a supply of currency, gold being particularly plenty. Bills were scarcer.

At the Sub-Treasury business was lighter than had been the case for the previous week. About $85,000 in silver was taken in and $84,000 was paid out. Twenty thousand dollars of this amount was sent out of town, $6,000 of it to New-Orleans. The Sub-Treasury's debit balance at the Clearing House was $39,000, of which $35,000 was paid in gold. Payments of checks amounted to $810,000, of which $355,000 was on checks from the Assay Office. Payments of $55,000 in Treasury notes were made on purchases of silver bullion.

The imports of gold by the steamer Elbe, some of which were announced by THE NEW-YORK TIMES yesterday, amounted to £161,838, or about $809,000. Kuhn, Loeb & Co. received £71,000; £40,000 went to Knauth, Nachod & Kuhne; £21,000 to the Canadian Bank of Commerce; £11,000 to Kidder, Peabody & Co., and £19,200 to Brown, Brothers & Co.

The Southern National Bank has withdrawn its circular offering to open currency accounts. The plan excited a good deal of criticism among Clearing House members, as against the spirit if not against the letter of the association's rules, and yesterday the Southern decided to give it up.

The completeness of the preparations of the savings banks to meet all calls upon them was very well shown by the experience of the Emigrant Bank yesterday. It had received notices for the withdrawal of deposits amounting to $225,000, yet all it was asked to pay on these notices was $27,000.

NOT CONTROLLER MYERS'S SON.

But A. H. Myers Said He Was When Arrested for Quarreling in Broadway.

August H. Myers and Henry Sheperd, each about twenty-one years old, were arrested early yesterday morning for quarreling in Broadway. At the Thirtieth Street Police Station Sheperd, who has been employed as a "sheet writer" at race tracks, said that Myers assaulted him with a cane without provocation. His head was cut slightly.

Myers, who claimed to be a son of Controller Myers, said that he had befriended Sheperd, who had repaid his kindness by incurring a board bill for $52 in his name, drinking his wine, and wearing his clothes. About 2 o'clock in the morning Myers was bailed out by A. Garzen, a cigar merchant of 512 Sixth Avenue, and Sheperd was bailed out by Patrick Powers, a saloon keeper at Thirtieth Street and Sixth Avenue. Myers went at once to Police Justice Hogan's house, but it is not known whether or not he saw the Justice.

The two men were given a private hearing in Jefferson Market Police Court yesterday, and were discharged by Justice Hogan. Two hours after their discharge Controller Myers sent word to the court that young Myers was not his son nor any relative of his. Justice Hogan said he had not taken the alleged relationship into consideration, but had discharged the men because they refused to make complaints against each other.

It is said that young Myers backs some of the bookmakers. Six or seven months ago, when trying to secure a warrant in the Jefferson Market Police Court for the arrest of a landlady who had retained his trunks, he had claimed to be the Controller's son.

Wants Capt. Devery's Acts Investigated.

Mrs. Josephine Shaw Lowell of 120 East Thirtieth Street, who had much to do with having police matrons appointed, read in THE NEW-YORK TIMES of Aug. 23 how Capt. Devery's policemen chased the Polack peddlers on the east side from one meeting place after another. She wrote to the Police Board saying that either Capt. Devery had been guilty of a grave offense or had been misrepresented. She wanted the Police Board to investigate. The letter was read at yesterday's meeting of the Commissioners and ordered on file.

IN AND AROUND WALL STREET.

—The customs investigating commission had a secret session yesterday morning, at which it examined Assistant Weigher Letzeiser, who served with Weigher Ostrander. In the afternoon an open meeting was held.

Assistant Weigher John Nevins identified a dock book of his. He admitted that the books seemed to show erasures, but he said he knew nothing about them. Nevins made the statement that the key of the head weigher's office was kept in a saloon. Assistant Weigher R. W. Bligh admitted that this was true, but added that the janitor was at the office from early in the morning until late at night. He also admitted that the books and records were seldom examined and compared.

—At the Custom House yesterday these promotions were announced: Thomas J. Broderick, clerk, from $1,400 to $1,600 a year; John R. Dooley, clerk, from $1,200 to $1,400, and John P. Beirne, clerk, from $1,000 to $1,200. John M. Haniphy was appointed a clerk at $1,000 a year, and Alexander S. McCord an assistant weigher at $4 a day.

—The Produce Exchange members will vote to-day on the question of closing the Exchange next Saturday.

SPEND MONEY AND SAVE MONEY

O. S. TEALL'S LATEST ENTERPRISE BASED ON THIS IDEA.

He Has Started the National Rebate Company, to Become a Member of Which Costs Nothing, While to Those Who Join Is Guaranteed a Rebate of Five Per Cent. or More on All Purchases, as a Result of Special Contracts with Merchants.

"Now, it's just like this," said Oliver Sumner Teall yesterday, with a large smile beaming behind an equally large cigar. "I belong to the Union League Club. A number of very rich men are members of that club, and when one of 'em wants a cab, for instance; he sends out to the stable which has a contract with the club and gets his cab for $1 an hour.

"A man not a member of this club would have to pay a higher price for the same thing, although he may be a poorer man. The aggregate business of the club is big enough to justify the stable keeper in agreeing to give all members service at a reduced price. As I say, the rich men who belong to clubs get lots of these reductions on all sorts of things to eat and drink.

"The National Rebate Company is designed to be an organization of poor people—I say 'poor,' comparitively, of course—who are to get club benefits from merchants on their daily bills for food and coal and general supplies by the simplest form of club organization.

"I have planned the development of this thing with Mr. George, the Secretary and Treasurer of the company, who is really the inventor of the scheme and has spent years in building up his idea, and I am going to get it into practical operation within two weeks—all the preliminaries are well along now—by means of the more than 1,000 agents whom I have scattered over the whole area of this city in my real estate business. Each of these men will act as an agent for the Rebate Company, of which I am the President. I may remark that the office carries no salary.

"Now, here is the scheme, and I do believe it is sensible, practical, and useful. Membership in the company costs absolutely nothing, and I'll bet you the club will have a membership of at least 10,000 persons. That's a pretty big club, and it will get the discounts.

"Why, I've already signed contracts with several hundred merchants in all kinds of business. The National Rebate Company is an enterprise to save money to consumers through co-operation and by increasing the trade of dealers. It is the organization of a large body of select consumers under such proper regulations and business forms that dealers recognize them as a body, and in return for an increased trade give to each member the benefits which the purchasing power of a large number alone is able to bring out.

"The company contracts with merchants in various lines of trade to give its members rebates on goods bought by members of the dealers. These contracts are drawn for a year, and are forfeitable on two months' notice from either party.

"The membership ticket is free; there are no dues or assessments, and no liability of any kind whatever—we have a legal opinion on this point—is incurred by members.

"The scheme operates in this way: The company issues to each member a ticket which bears the member's name and address, is registered at the office of the company, (its sole purpose being to identify the member to the dealer,) and is free of any charge. The company furnishes to each such ticket holder a list of the dealers and manufacturers under contract. The member buys goods in the usual way and at the regular price to all buyers—this we can practically guarantee—but at the time of paying for his purchases—whether on the spot, weekly, or monthly, is at his own choice—he shows his membership ticket and receives rebate coupons for 5 per cent. of the purchase.

"On the first day of every month the members send or bring to the office of the company all the rebate coupons which they have received during the preceding month. The company collects the cash for these coupons from the dealers.

"We estimate that all the coupons will be turned in and the rebate cash collected from the dealers for the last month's purchases within two weeks. The company then sends or gives to the members a check or cash for the full sum due them in rebates, as shown by the face value of the coupons.

"The contracts made by the company with dealers are for rebates of varying sizes, none of them less than 5 per cent., and some of them running as high as 50 or 60. A great many are 15 or 20 per cent. Now, the members of the company are to get all this except the clerk hire.

"This is no bank to save your money and invest it for you; it returns to the members all there is in it. Twice a year the balance in the company's treasury is struck after paying the monthly 5 per cent. rebate (which is unvarying) and that sum, whatever it is, is paid back to members as an extra dividend, apportioned upon the amount of money expended by each member, as shown by his rebate coupons given to him by the dealers.

"There you are. I can't see any holes in this scheme. Can you? I pretend to be an honest man, and so does Mr. George, and so does Dr. Valentine, the Vice President. A member does not spend one extra cent by joining the company—he gets at least 5 per cent. back on the money he spends for living expenses, plus a varying sum—according to the success of the scheme. Each member is certain of a clear gain in cash.

"It is the same as having the amount of your living expenses out at interest compounded monthly, you getting the interest on what you spend instead of on what you save. And the principal goes into trade and is turned over and over—it is quick, live, circulating capital.

"This is a stock company organized under the laws of the State of New-York—it has no charter from Jersey, South Dakota, or Afghanistan. It is a home company for New-Yorkers. When it is in good running order here we propose to establish a similar system in Brooklyn and other near-by places. The main office is here, at 60 Wall Street, and O. S. Teall is President. The Treasurer's full name is William Albert George, and the Vice President is Ferdinand C. Valentine.

"Now, anybody who would like to save part of his daily expenses would better look into this thing right sharp. I propose to save my little 5 per cent. on all the stuff I have to buy. There is no reason why 100,000 persons in this city should not become members of this company and save their money, too.

"The membership tickets can be used by any member of the same family. Any dealer who wants to know more about this company should come here and see me or send his address, and one of my agents will call on him. Anybody who wants a membership ticket should apply by postal card to the main office, 60 Wall Street, giving his name and full address, street and number, and in a few days he will receive a membership ticket free of all charge.

"Upon my soul, I believe this thing is going to boom. I certainly think it ought to. Any dealer who is caught raising his prices so as to cover his contract discounts at a member's expense will have his contract annulled at once. And there are a good many pairs of eyes watching.

"An honest dealer will have a good thing; a dishonest one will be published throughout the city as having lied and broken his contract. This is a scheme where the buyer has the long end of the stick.

"I'll have more to tell you about this in a few days. I could talk for an hour or two more now about details," said Mr. Teall, smiling indulgently as he pulled with animation upon his cigar, "but I guess I needn't. Seems to me the idea ought to be enough for a starter."

Ideal Vacation Time and Place.

"If the average Summer tourist only realized the delights of the Autumn season in the mountains," said an old traveler recently, "he would never take his annual vacation before Sept. 1."

In the Adirondacks this period of the year is particularly delightful, and the hotel keepers of that region always make elaborate preparations for September visitors.

At the Hotel Ampersand, on Lower Saranac Lake, a large number of well-known New-York families have already engaged apartments. Everything possible has been done to make the Autumn season at this hotel an unusually gay one, and as its location is strikingly advantageous the guests are certain to enjoy all the pleasures to be found in the mountains.

Firemen's Good Work Recognized.

With a hearty tribute to the members of the Fire Department, who, on July 20, at the fire in the Ditson Building, Eighteenth Street and Broadway, made the loss of the Metropolitan Telephone and Telegraph Company less than it might have been, President C. F. Cutler sent a check for $500 for the Relief Fund of the department. The gift was accepted at the meeting of the Fire Commissioners yesterday and Secretary Carl Jussen will acknowledge it.

BYRNES WILL NOT PERMIT THEM.

"Boxing Tournaments" Either "Fakes" or Brutal Exhibitions He Declares.

The following resolution was introduced by Commissioner MacLean at yesterday's meeting of the Police Board:

"It appearing by accredited report that certain things amounting to offenses against the public peace occurred on the evening of Tuesday, Aug. 22, at Madison Square Garden, the Superintendent is directed to report to the board at its next meeting all the information he has or can procure respecting such occurrences, stating particularly the names of all members of the force then and there present, whether specifically on duty or otherwise."

The resolution referred to the "boxing tournament" arranged by Thomas O'Rourke, in which six bouts were given, the last and principal one being a four-round contest for "scientific points" between Plimmer and Dixon.

Commissioner MacClave and, it is said, President Martin himself were both present at the "tournament," but whether in a semiofficial capacity or from pure love of the sport they expected, has not as yet been authoritatively declared.

The "certain things amounting to offenses against the public peace" were the two "knock-outs" that occurred during the evening. The resolution was adopted and referred to the Superintendent.

Mr. Byrnes, when asked what stand he intended to take in the matter of allowing boxing tournaments in this city, said:

"The police are in a very curious position in the case. A Supreme Court Judge has decided that scientific boxing for points is legal, and adds that it falls to the province of the police to decide when the contest ceases to be scientific and degenerates into brutality. All these boxing tournaments, to advertise which so much money is expended, mean one of two things. Either they are fights in the usage of that word that means violation of the law or else they are 'fakes,' affairs bolstered up to gull the public out of their dollars on false representations. On either of these scores they are illegal and I will not allow them, and so when 'Billy' Madden asked me for a permit the other day to hold his boxing show in the Garden, I refused him."

THE EQUITABLE REWARDS MERIT.

Mr. Scott Made Foreign Vice President and Mr. Tarbell Promoted.

Two notable changes have taken place in the Equitable Life Assurance Society; one a promotion, the other a new appointment. Both are indicative of a determination to maintain the vigorous policy of management which has characterized the Equitable for many years.

At the meeting of the Board of Directors yesterday Mr. Edward W. Scott was elected Foreign Vice President and Mr. Gage E. Tarbell Third Vice President. Mr. Scott has been a faithful and efficient officer of the Equitable for many years, and the distinction conferred upon him is deserved. He will give immediate and personal attention to the foreign business of the society, beginning in Australia, where branches heretofore created by him have met with great success. As a Director of the board, and with the newly-created title, Mr. Scott will be able to give a dignity to the Australasian and other foreign business of the Equitable which would have been impossible without this recognition.

Mr. Tarbell has been connected with the Equitable since 1879, always in the agency field. He has been selected by the board as the best-fitted man in the ranks of Equitable agents to assist the other officers of the society in handling the agency force and making it more efficient. Mr. Tarbell has been at the head of the Chicago branch—the largest agency the Equitable has—and has himself, during the last five years, placed over $10,000,000 of business on the books as a result of his own personal soliciting. Mr. Tarbell is not yet forty, is tall, vigorous, magnetic, and has indomitable zeal. Such a recognition of merit on the part of a working agent who has earned his spurs by individual brains and industry ought to be a great incentive to other men in the ranks.

PLANNING FOR SECOND LIFE.

Madison Square Bank Stockholders Appoint a Reorganization Committee.

Stockholders of the Madison Square Bank met yesterday afternoon in the office of Hoadly, Lauterbach & Johnson, in the Farmers' Loan and Trust Company's building. They decided to do their best to effect a reorganization of the bank, and appointed a committee to look after the undertaking.

This committee is made up of Joseph Bloomingdale of Bloomingdale Brothers, dry goods; Emil Levy of Levy Brothers, lace importers; L. J. Fitzgerald, ex-State Treasurer; C. C. Shayne, Frederick Uhlmann, President of the East River Bridge Company; R. T. McDonald, President of the Fort Wayne Electric Company, and James D. Leary.

The committee will report at a meeting of stockholders which it will call.

Two propositions for reorganization were submitted yesterday. One called for an underwriting syndicate, the other for an arrangement of officers through the State Banking Department.

The first judgment against the bank was filed in the County Clerk's office yesterday, in favor of Mary E. Tillinghast, for $1,028.

The receivers have been authorized by Judge Van Brunt of the Supreme Court to pay the rent of the building at Twenty-fifth Street and Broadway until the lease which the bank holds can be advantageously disposed of. They were also empowered to employ a watchman to guard the Cryder Cottage at Tuxedo, which is valued at $32,000 and which the bank owns.

PUZZLED THE POLICE BOARD.

No One Knew Whether a Policeman Could Make Arrests in the Post Office.

A curious point of law was evoked at yesterday's meeting of the Police Commissioners by a communication received from Postmaster Dayton. In his letter Mr. Dayton complained that the big corridors of the Post Office were nightly infested by a hoard of pickpockets, drunkards, and other undesirable gentry. Accordingly he applied to the Commissioners to police the corridors, saying that his own force of watchmen was already short handed, and that he had no appropriation wherewith to increase their number.

The question then arose in the board as to whether, the Post Office being a Federal building and United States property, the municipal police had legal right to arrest an offender in it. None of the Commissioners seemed able to solve this knotty point.

The question was referred to Superintendent Byrnes. The Superintendent himself is rather puzzled over the matter, and is unable just at present to tell how he can help Mr. Dayton out.

Increase in the Price of Milk.

At a meeting of the members of the Milk Exchange at their rooms in Hudson Street, near Harrison Street, yesterday afternoon, it was decided to raise the wholesale price of milk from 2½ to 3 cents per quart, to take effect Sept. 1. Their action was caused by the shortage in the supply of milk caused by lack of good pasturage, the grass lands having been badly damaged by the long drought.

It is said that some of the milk producers are feeding their cattle entirely upon ensilage which they had in stock, which at this time makes very costly feeding for cattle.

The increase in the wholesale price in milk will cause a corresponding rise in the retail price to consumers, that being agreed upon by the members of the Exchange. The increase in the price of milk at this time of the year, except in cases of extreme drought, is somewhat unusual, and at the present depressed state of the country means hardship to many.

C. H. C. Beakes of 57 Sixth Avenue said last night that the increase in the price, both wholesale and retail, would take place simultaneously and last until the supply again reached the maximum.

Mr. Powderly's Open Letter.

T. V. Powderly has written an open letter to the President, charging that the financial plank in the Democratic national platform last year was a "plain, unequivocal declaration in favor of bimetallism," that "it went even further and demanded that paper money should stand upon an equal footing with gold and silver." Furthermore, Mr. Powderly says:

"The three parties—the Democratic, Republican, and People's—the three whose representatives met in the Electoral College, declared for free coinage of silver. While there were radical differences of opinion as to the adoption of legislation concerning the revenue and tariff questions, the three great parties were practically unanimous in their advocacy of free coinage of silver, and it may with safety be said that your election upon the currency plank of your party gave no uneasiness or alarm to those who were not members of the Democratic Party."

In conclusion, Mr. Powderly says:

"I express the hope that your future policy may be found to be in consonance with the best interests of the American people, and that no dictation or intimidation from foreign nations will be permitted to influence legislation on the currency question."

HOME-RULE DEBATE ENDING

LAST WORDS BEING SPOKEN BEFORE THE TAKING OF THE VOTE.

Eloquent Defense of the Government Measure by Mr. Gladstone—The "Grand Old Man" Cheered as He Enters the House and Frequently Interrupted by Applause as he Proceeds with His Address — Leonard Courtney and John Redmond Speak for the Opposition.

LONDON, Aug. 30.—The last stage of the Home Rule bill debate in the House of Commons began to-day. As usual on Wednesday, the House met at noon. The exceptionally large attendance showed that the majority of the members who recently went to the country for their holidays had returned to hear the final speeches of the party leaders and to take part in the final division on next Friday night.

On the Irish benches hardly a seat was vacant. The Liberals and Radicals were present almost to a man. All the party leaders were cheered as they entered, but no great enthusiasm was shown until Mr. Gladstone and John Morley came in together. Then the Irish members rose, cheering, the Liberals and Radicals joined them, and for nearly two minutes the house rang with shouts for the two men who had done most to render possible the advancement of the Home Rule bill to the third reading.

Before Mr. Gladstone rose to move the third reading a few amendments were added to the bill at the instance of Mr. Morley, Chief Secretary for Ireland. After they had been disposed of without debate, Mr. Gladstone rose, amid a storm of cheers. He began his speech with references to the criticisms made by Unionist leaders on the historical precedents he had cited on former occasions for home rule in Ireland.

The Opposition, he said, had contended that in no other countries could analogies be found for changing the union between Great Britain and Ireland. Their contention could not be supported by historical facts. In Austria-Hungary, in Norway and Sweden, in the United States, and in the British colonies were to be found the abundant proofs that it was altogether desirable to separate local from imperial affairs.

Throughout European and American literature it was not possible to find a writer entitled to consideration who approved of the conduct of England toward Ireland or attempted to apologize for the grievous and shameful history which, since the union, they had felt compelled to deplore.

Mr. Gladstone, in continuing, said that the debate on the Home Rule bill had been distinguished by the great development of small qualities by many members. He had regarded the closure as an evil that ought to be tolerated only for the avoidance of a much greater evil.

The pluck of the Opposition he had considered admirable in many respects, but it certainly was worthy of a better cause. The Government had obtained substantial results in the matter of the Home Rule bill only at a very heavy price.

"By next Friday they would have expended eighty-two days on the discussion of the bill. This far exceeded any precedent, owing to the determination of the Opposition to defeat the bill by obstruction. Those opposed to the bill had adopted a course never before adopted—partly to attempt deliberately to destroy the measure by a mass of amendments, partly to try to take back in morsels the boon conferred in principle.

"The records of the second reading showed that in committee 459 speeches had been made for the bill and 938 against it. The former had occupied 57 hours and the latter 152.

"The opponents of the bill complain that it is complex," proceeded Mr. Gladstone. "If so, the complexity has resulted in its modification. It was not, however, the complexity of the bill, but the complexity of the amendments which consumed time.

"It must be borne in mind that the Irish never admitted the moral authority of the Union. If, therefore, the resistance to this measure was to be bitter, obstinate, and prolonged, the question of repeal might finally become an international one.

"I say now to those who complain of the complexity of the bill, as if this were a capital offense, it is but the natural consequence of the adoption by the Irish members of those counsels of moderation to which they adhered throughout the interminable discussion in committee. [Cheers.]

"It was contended that the bill would separate the islands, would destroy the Constitution, would break up the empire, would annihilate the control of financial matters by the House of Commons, would make Irishmen supreme in British affairs, would impose virtual slavery upon the minority in Ireland.

"Now suppose these enormous, monstrous, hideous falsehoods to be true. Have they not, then, a terrible recoil upon ourselves? Must we not admit, after 700 years of British connection with Ireland, the result of our treatment is that we have brought her to such a state that she cannot, without danger and ruin, undertake responsibilities which in every other country are found to be within the capacity of the people and fraught with the richest benefits? [Prolonged Nationalist cheers.]

"We repel the charges that have been made by the Opposition. We deny that the brand of incapacity has been laid by the Almighty upon any particular branch of our race, when every other branch has displayed capability on the same subject and has attained to success which is an example to the world.

"We have faith in national liberty—faith in its efficacy as an instrument of national education. We believe that the experience, widespread over the whole vast field, encourages us to our work at every point. Finally, we feel that the passing of this great measure, after more than eighty days' debate, does, will, and must constitute the greatest among all steps hitherto provided toward the attainment of a certain and early triumph."

Prolonged cheers from the Irish and Ministerial benches followed Mr. Gladstone's peroration.

Leonard Courtney, Unionist, for the Bodmin Division of Cornwall, then moved the rejection of the bill. He spoke briefly.

John Redmond, leader of the Parnellites, who followed Mr. Courtney, defined his attitude toward the bill. The time occupied by the discussion in committee, he said, had been spent properly for the most part. The bill was defective in some respects and disappointing in others. The financial arrangement was ungenerous and unjust, and he regretted that the efforts of the Nationalists to improve it had not been successful. The amendments had tended to weaken rather than strengthen the bill.

Nobody in his senses could regard the bill as a final and satisfactory settlement of the great questions at issue. The word "provisional" was stamped on every page.

Safe After a Perilous Voyage.

LONDON, Aug. 30.—A dispatch from Para, Brazil, says that the British steamship Justin, Capt. Bisson, which sailed from New-York on Aug. 13, arrived at Barbados yesterday. She had passed through a series of terrific storms. Her decks were swept day after day, her small boats, wheelhouse, and engine room skylight were smashed or carried overboard. Her second mate, boatswain, and four seamen were washed from her decks by the waves and were lost in the sea.

Politicians Have a Good Time.

FLUSHING, L. I., Aug. 30.—The Millrock Bowling Club, the oldest organization of its kind in New-York City, and of the Twenty-fourth Assembly District, composed of such men as Tammany Leaders Delmore, Ryan, and Featherson, Assemblymen Keleher and Hummel, ex-Alderman Charles H. Reilly, who is its President, Aldermen Long and Baumert, William Klein, Department of Public Works; Peter Salmon, William Myers, and William Gary, held to-day at Witzel's Point View Island its fifth annual outing.

The members had their wives and children with them and came on the steamer Idlewild and the barge Columbia. They spent the day in games and enjoyment of all kinds.

The Richard Nagle Pleasure Club of the Second Ward, Brooklyn, had its annual outing and games at Donnelly's Boulevard Park to-day. It was led by its President, Frank Reynolds.

Among those who watched the games and took part in the festivities were ex-Assemblyman Nagle, Assemblyman Plant, Supervisor Connolly, Assemblyman Bridges, Capt. Delaney, George Clancy, Anthony Dady, Charles Shea, Michael Ryan, Louis Bowers, Charles McKeever, Sergts. Crowle and Murphy, Joseph Murphy, Thomas Kreiman, Patrick Douty, Thomas Gavin, and Patrick McCafferty.

Suicide of Dr. Arthur F. Olney.

MIDDLETOWN, N. Y., Aug. 30.—Dr. Arthur F. Olney, a prominent physician of this city, shot himself through the head at 11 o'clock this morning, dying instantly. He had been in ill health for several years. He evaded those watching him, and going to his room committed the act before his absence was discovered.

AMERICAN BAR ASSOCIATION.

Address of President Tucker and a Paper by W. W. MacFarland.

MILWAUKEE, Aug. 30.—Many of the most eminent lawyers of the United States sat in the pews of the Plymouth Church this morning when the sixteenth annual meeting of the American Bar Association was called to order. About 100 members were present at the opening session, which did not begin until nearly noon. On the platform with President Tucker were Edward Otis Hinkley of Baltimore, George A. Mercer of Georgia, Alfred Hemenway of Massachusetts, and Moses M. Strong of Wisconsin.

President John Randolph Tucker delivered the annual address immediately after the meeting opened. He prefaced his address with a review of the most important legislation by Congress and State Legislatures during the past year. Continuing, he said in part:

"The efforts made by this association in the promotion of uniformity of laws throughout the Union have been seconded in the last year by the States of Massachusetts, New-Hampshire, Connecticut, Pennsylvania, New-Jersey, and Wisconsin, which have appointed commissions to co-operate in bringing about uniformity in the laws as to marriage and divorce, conveyancing, &c.

"The work of molding laws to the governing needs of our civilization is most worthy of the ambition of the bar. The highest legal ability of the English bar and bench is laid under tribute in Parliament to this development of law to be the fit companion of their splendid civilization. Law should be the expression of the civilized life of every people. Law must grow with civilization, or progress will cease and the achievements of the people will be unworthy of their genius and their character.

"Let me urge upon the thoughtful minds I see before me the imperative duty of lending their labor and their talents to rearing upon the foundation of our inherited jurisprudence a superstructure which will energize, beautify, and regulate by a wise system of law all the activities of our wonderful American Republic of free Commonwealths and free men.

"In the domain of State legislation, the real lawyer of every State will find his best place for enduring fame in the grateful honors which a people will lavish upon one who dedicates his best powers to the growth and development of law as the handmaid of true civilization, as the leader of human progress, and as the conservator of our American constitutional system of governments.

"The achievements of our profession in the domain of jurisprudence, municipal, international, and political, are proper subjects of congratulation and pride, and as they concern the well-being of man in his highest interests, they are of greater moment even than monuments of material development, however splendid they may be. From this high ground of exultation let it be our proud purpose, by persistent and co-operative effort, to promote the progress of the jurisprudence of these united Commonwealths in the century which is to come, so as to make it the glory of our Anglo-American race, the pride of our country, and a benefaction to mankind."

W. W. MacFarland of New-York read a paper upon "The Evolution of Jurisprudence." He said in part:

"It is strictly true that no rule of law can be certainly said to exist in this country until it has been formulated and pronounced in a case. What we call common law is in truth nothing but an unweeded garden of silly fiction and obsolete or expiring rules, new, disorderly, and heterogeneous growths, various in kind as the moral and intellectual characteristics of the numberless Judges in whose minds they germinate.

"Turning from equity to the common law, where is that to be found? Not in textbooks, for there is not one that can be cited as authority. Is it engraved on the mind of the Judge? We have outgrown that nonsense. Is it to be found scattered here and there in the reports? The shortness of human life forbids the search, and, moreover, if you found a case to-day that laid down the rule, you have no assurance that it would remain the same to-morrow.

"The Judge, if his own court has made no rule that apparently fits the case, will sample a few cases for which he has the most respect, and concludes that, taking the general trend, they may on the whole be considered as supporting a particular rule, which he proceeds to apply to the particular case; from first to last it is a series of guesses, nothing more.

"Again, there certainly ought to be such a thing as a science of American jurisprudence. But that is not possible so long as the difference in the private law of the different States is nearly as great as that between the different provinces of France before the Civil Code. Scientific codification would impose some check upon the at present unbridled license of judicial liberty, by creating a fixed body of principles, conformity with which would be a moral necessity, and a departure from which could be at once detected and corrected.

"Moreover, it would be impossible to overrate the benefit of bringing the laws of the different States into substantial harmony by a codification of the great underlying general principles more or less common to all."

In the afternoon Wade Rogers of Evanston, Ill., read a paper on "The Treaty-Making Power."

BRIDAL FLOWERS AT WINDSOR.

Ex-Secretary and Mrs. Evarts Celebrate Their Golden Wedding.

WINDSOR, Vt., Aug. 30.—Mr. and Mrs. William M. Evarts of New-York to-day celebrated their golden wedding at Runnymede, their country home here, among the Green Mountains.

While the day was an eventful one both for the venerable couple and the people of the town, the observance was very simple, consisting mainly of the receipt of congratulatory calls from neighbors and telegrams from friends at a distance. Both the ex-Secretary and his wife are in fair health, and received the many testimonials of regard showered upon them with charming modesty.

Guests from New-York and elsewhere arrived last night and were entertained at Mr. Evarts's home and at the country seat of his son-in-law, Charles C. Beaman. Among others there were present Joseph H. Choate, Charles F. Southmayd, Prescott Hall Butler, Evarts Tracy and wife, Mrs. Charles Butler, Mr. and Mrs. Treadwell Cleveland, Senator and Mrs. Hoar, and J. Evarts Green of Worcester, Mass.; Mrs. Stotorer, Mrs. Thatcher, Mrs. Mary Stoughton, and Mr. and Mrs. Samuel Hoar.

The morning opened clear and cool, and Mr. and Mrs. Evarts rose in the best of spirits. About 11 o'clock a goodly number of the people of the village called. Mr. Evarts had a cheerful word for all. The atmosphere of the house was heavy with the perfume of flowers, and tasteful decorations were on every hand.

Both Mr. and Mrs. Evarts took much interest in the preparations for the afternoon, which was devoted to the grandchildren, of whom there are seventeen, and all were present, from the young ladies and gentlemen to the babes.

After refreshments, Mr. Evarts gave them a little talk in his usual happy manner.

City May Gain in Taxes.

The German Looking Glass Company, Limited, a foreign corporation, was assessed on $100,000 of personal property. The company's officers made oath that the personal property amounted to $484,345.67, against which were debts amounting to $464,212.97, leaving but $20,132.70, as they claimed, to be assessed. The Tax Commissioners refused to reduce the assessment on the ground that most of the indebtedness was money due on $575,000 worth of imported goods.

The case was carried to the Supreme Court on a writ of certiorari to review the action of the Tax Commissioners. Judge O'Brien dismissed the writ. He held that the corporation was entitled to deduct its debts, but did not believe that the statute under which the property was assessed applied to debts to foreign manufacturers for goods imported in original packages. If this opinion is sustained, the assessable personal property in this state will be increased several millions.

National Banks to Resume.

WASHINGTON, Aug. 30.—The following national banks, which recently suspended payment, have been permitted to reopen their doors for business, viz.: The German National Bank of Denver, Col.; the State National Bank of Denver, Col.; the First National Bank of Cañon City, Col.; the Louisville City National Bank of Louisville, Ky.; the Merchants' National Bank of Louisville, Ky.; the First National Bank of Ashland, Wis.; the First National Bank of Platteville, Wis.

Postmaster McCormick Killed.

BATH, N. Y., Aug. 30.—T. A. McCormick, Postmaster at Rexville, this county, and Supervisor of the town of West Union, was struck and instantly killed by a passenger train on the Erie Railroad this morning. McCormick was sitting on the track when the train hit him on the head. His skull was crushed. He was about forty-five years of age, married, and had considerable property.

Smuggled Opium Seized.

SAN FRANCISCO, Aug. 30.—The steamer Montserrat, which has become notorious as a smuggler, arrived from Nanaimo, B. C., Monday night, and yesterday one of the sailors was detected in the act of smuggling a small quantity of opium ashore. He was arrested and later the Inspectors found fifty-one more cans aboard.

CHICAGO PRODUCE MARKET.

Wheat Developed Weakness, Oats Showed a Loss, and Provisions Closed Higher.

CHICAGO, Aug. 30.—Wheat developed a good deal of weakness to-day; cables came easier, and the offerings were liberal, with but little demand. The probability of delay in the Senate in passing the repeal bill may have had something to do with the weakness, but why it should have that effect in the wheat market and not in stocks is not easily explained.

Perhaps a better explanation is to be found in the meagreness and narrowness of trade, the heaviness abroad, the enormous stocks everywhere, and the expected free movement of new wheat, the apparent falling off in export inquiry. The market at the opening was ¼@½c lower than yesterday's closing and receded ¼c more, then became stronger, and prices were advanced ⅜@½c, fluctuated some, and closed easy at ¼c from bottom.

On corn the local trade was inclined to sell, influenced by the receipts overrunning the estimates and the action of wheat.

Wheat opened at ⅛@¼c decline, and sold off a fraction more, when the price rallied ⅛@¼c, receded ¼@⅜c, became quiet, and at the close had lost ⅜@½c.

Oats were confined to a small range, and closed at a net loss of ⅛@⅜c. The bulk of the trading was in the way of changing from September to October and to May.

There was more general trading in provisions to-day than has been observable for many weeks. Heavy receipts of hogs weakened the market for the products at the opening, and lower prices ruled until Armour & Co. came in as liberal buyers of ribs, which turned the current upward. The close was at top figures, 50c higher than last night for October pork, 15c up for September lard, and about unchanged for September ribs.

Vessel room was in fair demand and steady at 1½c for wheat and 1¼c for corn to Buffalo and 3c for corn to Kingston.

Estimated receipts for to-morrow: Wheat, 80 cars; corn, 550 cars; oats, 260 cars; hogs, 26,000 head.

The leading futures ranged as follows:

Articles.	*Opening.*	*Highest.*	*Lowest.*	*Closing*
Wheat, No. 2—				
Aug.	61⅜@61½	61⅞	61⅜	61½
Sept.	61⅝@61⅞	61⅞@62	61⅝	61⅝
Dec.	67⅜@67⅞	67⅞	67⅜	67⅝
Corn, No. 2—				
Aug.	37¼	37¼@37⅝	37	37⅛
Sept.	37¼	37¼@37⅝	37	37⅛
Oct.	38⅛	38⅛@38¼	37⅝	37⅞
May	40⅝@40¾	40¾	40¼@40⅜	40⅛
Oats, No. 2—				
May	29⅝	29⅝	29¼@29⅜	29⅜
Sept.	23⅝	23¾	23⅝	23¾
Oct.	24⅜	24½	24¼	24¼@24⅜
Mess pork, ₱ bbl—				
Sept.	$14.25	$14.55	$14.25	$14.55
Oct.	13.85	14.27½	13.75	14.22½
Lard, ₱ 100 ℔—				
Sept.	7.75	7.90	7.72½	7.90
Oct.	7.70	7.80	7.67½	7.80
Short ribs, ₱ 100 ℔—				
Sept.	8.50	8.60	8.40	8.60
Oct.	7.60	7.80	7.60	7.72½

Cash quotations were as follows: No. 2 Spring wheat, 61½c; No. 3 Spring wheat, free on board, 57c; No. 2 red, 61½c; No. 2 corn, 37⅞c; No. 2 oats, 23½c; mess pork, ₱ bbl, $14.55@$14.80; lard, ₱ 100 ℔, $7.90@$8; short ribs, sides, (loose,) $8.75@$8.80; dry salted shoulders, (boxed,) $7.25@$7.50; short clear sides, (boxed,) $8.25@$8.50; oats, No. 2 white, free on board, 27¾@28¼c; No. 3 do, do, 27@27¼c.

Articles.	*Receipts.*	*Shipments.*
Wheat, bushels	96,000	20,000
Corn, bushels	670,000	220,000
Oats, bushels	493,000	251,000

STATE OF TRADE.

BUFFALO, N. Y., Aug. 30.—Spring wheat easier; demand fair; sales, 15 cars No. 1 Northern, 65c; 5,000 bushels do, 64½c; 5,000 bushels do, 64¼c; 45,000 bushels do, cost, insurance, and freight, 62⅞@63c; 2,500 bushels No. 1 Northern Washburn, spot, 64c; 2,500 bushels No. 2 Northern, cost, insurance, and freight, 61c; closing, No. 1 hard, spot, 69c; No. 1 Northern, 64½c. spot; do, cost, insurance, and freight, 62⅞c. Winter wheat firm; good demand; light supply; sales, 6 cars No. 2 red, 64c; 1 car sample, 60c; No. 3 extra red, 61½@62c; No. 3 red, 60c; No. 1 white, 65½c. Corn in fair request; sales, 4 cars No. 2 yellow, 44½c; 18,000 bushels No. 2 corn, 42½c; 12 cars do, 42¾@43c; 3 cars No. 3 corn, 41¾c, store; closing, No. 2 yellow, 44½c; No. 2 corn, 42¾@43c; No. 3 corn, 41¾@42c. Oats firm; sales, 7 cars No. 2 white, 31½@31¾c; 1 car do clipped, 32½c; 3 cars No. 2 mixed, 27½c; 1 car do, 27¾c. Rye dull; No. 2, 50c asked. Flour active, strong; best Spring, $4@$4.10; Winter straights, $3.25@$3.35. Rye flour, $3@$3.25. Millfeed strong, unchanged. Canal freights strong; wheat, 4⅜c bid, 4½c asked; corn, 4c paid to New-York. Receipts—Flour, 8,700 bbls; wheat, 218,000 bushels; corn, 157,000 bushels; oats, 25,000 bushels. Shipments—Canal—Wheat, 210,000 bushels; corn, 27,000 bushels; oats, 58,000 bushels; rye, 8,200 bushels. Rail—Flour, 41,000 bbls; wheat, 86,000 bushels; corn, 60,000 bushels.

ST. LOUIS, Aug. 30.—Flour barely steady; unchanged. Wheat, with nothing in sight to encourage longs, sold off on all futures; September rallied, however, closing about unchanged; others ⅛c off; No. 2 red, cash, 58⅝c; August, 58¾c; September, 59⅜c; October, 61¾c; December, 66¼c. Corn was weak; ⅛@⅜c off on crop prospects; No. 2 mixed, cash and August, 34⅜c; September, 34¼c; October, 34¼c; December, 33¾c. Oats lower; No. 2, cash and August, 24¼c; September, 23⅝c. Rye lower, dull; No. [illegible] bid, regular. Barley—No trade. Bran better; [illegible]c, east track. Flaxseed, 92c. Hay dull at recent decline. Butter unchanged. Eggs higher; 12½c. Lead firm; 3.42½c. Spelter dull; 3.45c. Cornmeal, whisky, bagging, and cotton ties unchanged. Provisions lower; steady at decline. Pork, current make, $15.50. Lard, $6.90. Dry-Salt Meats—Loose shoulders, $7.75; longs and cribs, $8.80; shorts, $9.37½; boxed, 10c more. Bacon—Packed shoulders, $8.75; longs and ribs, $10.37½@$10.50; shorts, $10.75. Ham—Sugar cured, 13@14c. Receipts—Flour, 40,000 bbls; wheat, 66,000 bushels; corn, 15,000 bushels; oats, 18,000 bushels. Shipments—Flour, 5,000 bbls; wheat, 108,000 bushels; corn, 65,000 bushels.

CINCINNATI, Aug. 30.—Flour in light demand. Wheat weaker; No. 2 red, 58c; receipts, 1,700 bbls; shipments, 4,500 bbls. Corn heavy; No. 2 mixed, 41c. Oats easy; No. 2 mixed, 26¼@26½c. Rye firm; No. 2, 50c. Pork dull; $15.50. Lard weaker; $7.75@$8. Bulkmeats quiet; $8.75@$9. Bacon steady; $11. Whisky dull; sales, 237 bbls, $1.12. Butter steady. Sugar firm. Eggs stronger; 12c. Cheese firm.

PEORIA, Aug. 30.—Corn firm; higher; No. 2, 37c; No. 3, 36c. Oats irregular; easy; No. 2 white, 25½@25¾c; No. 3 white, 25@25½c. Rye, none. Whisky firm; wines, $1.12; spirits, $1.14. Receipts—Wheat, 4,800 bushels; corn, 20,800 bushels; oats, 61,600 bushels; rye, none; barley, none. Shipments—Wheat, 3,000 bushels; corn, 10,400 bushels; oats, 78,100 bushels.

PITTSBURG, Aug. 30.—National Transit certificates opened at 57⅜; closed at 57½; highest, 57½; lowest, 57½.

NAVAL STORES MARKETS.

Spirits of turpentine quiet and firm at 27½@28c; resins steadier, but quiet, at 90@95c for common to good strained.

WILMINGTON, Aug. 30.—Resin steady; strained, 75c; good strained, 80c. Spirits of turpentine steady at 24c. Tar firm at 90c. Crude turpentine steady; hard, $1; soft, $1.40; virgin, $1.40.

SAVANNAH, Aug. 30.—Business in the naval stores market is entirely suspended on account of the storm.

NEW-YORK COURTS.

NEW-YORK CALENDARS—THIS DAY.

SUPREME COURT—General Term.—Recess.

SUPREME COURT—Chambers.—*Van Brunt, P. J.*—Opens at 10:30. Calendar called at 11. *Class VII.*—1—Tucker vs. Tucker. *Class VIII.*—2—Matter of Carrere & Haas Company. 3—Pearce vs. Eldridge. 4—Walke vs. Toner. 5—Blackman vs. Dos Passos. 6—Hallahan vs. Hallahan. 7—Lucas vs. Gerry. 8—Keery vs. Dunlop. 9—Pool vs. Patchen. 10—Valentine vs. Juch. 11 Brodie vs. Huber. 12—Matter of United Book and Stationery Company.

SUPREME COURT—Special Term.—Parts I. and II.—Adjourned for the term.

CIRCUIT COURT—Parts I., II., III., and IV.—Adjourned for the term.

COMMON PLEAS—General Term.—Adjourned sine die.

COMMON PLEAS—Equity Term.—Adjourned for the term.

COMMON PLEAS—Special Term.—*Giegerich, J.*—Opens at 11:30. Motions.

COMMON PLEAS—Trial Term—Parts I., II., and III.—Adjourned for the term.

SUPERIOR COURT—General Term.—Adjourned sine die.

SUPERIOR COURT—Equity Term.—Adjourned for the term.

SUPERIOR COURT—Special Term.—*McAdam, J.*—Opens at 11. Motions should be made returnable at 12.

SUPERIOR COURT—Trial Term—Parts I., II., and III.—Adjourned for the term.

SURROGATE'S COURT—Chambers.—Adjourned until Sept. 5. Testimony to be taken before the Probate Clerk at 10:30. Ann Hamilton, Moses Hellman, George Pigott, Thomas McClure Peters, George W. Walgrove.

SURROGATE'S COURT—Trial Term.—Adjourned until Sept. 5.

CITY COURT—General Term.—Adjourned sine die.

CITY COURT—Special Term—*McGown, J.*—*Held in Room 11 City Hall.*—Opens at 10. Motions must be made returnable at 10.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

REFEREES AND RECEIVER.

Referees Named Yesterday.

SUPREME COURT—*Van Brunt, P. J.*—Hogan vs. McKviney—Frederick P. Foster. Hopper vs. Baldwin—Jacob A. Cantor. United States Trust Company vs. Greene—Edward L. Patterson.

COMMON PLEAS—*Giegerich, J.*—Hartenstein vs. Goodman—Joseph H. Stiner.

Receiver Appointed Yesterday.

SUPREME COURT—*Van Brunt, P. J.*—Charles McGinnis vs. Arthur Kenny—James J. Nealis.

Ocean Grove Meeting Ends To-day.

OCEAN GROVE, N. J., Aug. 30.—This is the last regular day of the great Ocean Grove camp. To-morrow morning the love feast will be held, and then the camp will close.

Two days later carpenters will begin tearing down the big structure that has done service for twenty-four years, so that work can be commenced on the new fifty-thousand-dollar auditorium.

TRIED IN VAIN TO GET MONEY

RECEIVER FOR NICARAGUA CANAL CONSTRUCTION COMPANY.

T. B. Atkins Appointed by Judge Benedict on Application of Louis Chable, a Stockholder—President Warner Miller Says All Schemes to Get Funds Were Tried but Failed—Many Debts Outstanding that Cannot Be Met—Judgment Entered in Supreme Court.

Judge Charles L. Benedict, as a Judge of the United States Circuit Court, yesterday signed an order appointing Thomas B. Atkins receiver of the Nicaragua Canal Construction Company. The order was signed upon the application of Louis Chable, a stockholder, and the affidavit of Warner Miller, the President of the corporation. The receiver is to file a bond of $25,000 within five days. The attorneys for Mr. Chable are Ludlow, Philips & Winthrop, and for the company Daly, Hoyt & Mason.

Mr. Chable in his bill says he is a resident of New-York City and a stockholder in the canal company to the amount of $1,000. The company was organized in Colorado, June 10, 1887, and has its principal office in Denver and a branch in this city. The capital is $12,000,000, divided into 120,000 shares of $100 each, and all paid in. The object was to construct a canal across Nicaragua from the Atlantic to the Pacific Ocean, with collateral branches. After organization a contract was entered into with the Maritime Canal Company, incorporated by Congress, and the actual work of construction was begun.

According to the bill, a demand was made against the company for $238,000 due and unpaid, and a default exists. There are not sufficient funds to meet the obligation and other debts are due and unpaid, it is charged. On Aug. 8 a draft of $4,000 of the company could not be paid and several thousand dollars will become due from day to day.

The company, it is set forth, is without funds and the present condition of affairs renders it impossible to secure money. The assets are valuable, but not available. They consist of property in Nicaragua and New-York and securities of the Maritime Canal Company paid to the corporation for construction work.

The company being incorporated in Colorado and thus a foreign corporation, the complainant sets forth that attachments may be issued to certain creditors and a preference obtained to the injury of the general creditors.

The complainant says he is a creditor of the company to the extent of $600, and has been unable to collect the amount, no funds being available and, he, because of this, filed the bill in equity to protect himself and other creditors who may be similarly situated.

President Warner Miller in his affidavit says that all that is presented by Mr. Chable is true of his own knowledge, and says further:

"Said corporation and its officers have endeavored to raise money to meet all maturing obligations of the corporation, and find it utterly impossible to do so at the present time, and the corporation has no money or available assets or means of raising money to meet such obligations."

The receiver is authorized to take entire charge of the affairs of the company and to continue its business.

Andreas & Co., brokers of 52 Wall Street, entered judgment in the Supreme Court yesterday against the Nicaragua Canal Construction Company for $4,033.60. The judgment was on a bill of exchange accepted by the company.

Warner Miller, President of the company, said to a reporter for THE NEW-YORK TIMES that the company had had great difficulty in getting money to pay its debts as they came due.

"What caused the difficulty?" Mr. Miller was asked.

"Oh, the general stringency in the money market, especially during the last few weeks," Mr. Miller replied. "All through the Summer the company has been trying to raise money to keep the work on the canal going, but despite every scheme that could be thought of, it has not been possible to get money on any terms. The Directors have held several meetings to consult and devise ways and means to keep the work on the canal going, but have not been able to fix upon a definite and available scheme."

Mr. Miller added that as the difficulty of getting money became greater and greater, reductions were made in the numbers of the men employed on the works. At one time the company had 1,600 men employed, but their numbers had gradually to be reduced, and finally work had to be stopped altogether.

In reply to a question as to how far the work on the canal had progressed, Mr. Miller said the surveying and engineering work took up about two years. Barracks, workshops, a hospital, dredges, and all the appliances necessary for carrying on a great work were prepared, and then the actual work of excavation was begun. Besides dredging in the harbor, about two miles of canal had been cut on the east side of the projected canal, and some work had already been done on the Pacific side in clearing the forest for several miles preparatory to the work of dredging. The trees along the line of the projected canal were valueless as timber, and had to be burned. Part of the debts of the company consisted of money due as wages to the employes.

Mr. Miller could not tell what the Nicaragua Canal Construction Company would do, as the Directors and stockholders had not had time to decide. The Maritime Canal Company could go right along in its own way to carry out its rights and build the canal. The Canal Construction Company might be reorganized if the stockholders should be willing to contribute the money.

Among the Directors of the Nicaragua Canal Construction Company are Stuyvesant Fish, H. R. Hoyt, H. P. Slevin, Smith M. Weed, J. W. Miller, and R. A. Lancaster.

Mr. Miller, when asked what the assets and liabilities were, said he was unable to tell at present. Receiver Atkins is the Secretary of the Maritime Canal Company.

Arrival of the New Chinese Minister.

WASHINGTON, Aug. 30.—The new Chinese Minister, Mr. Yang In, accompanied by his wife and three children, the members of his official suite, and servants, numbering fifty-seven in all, arrived in Washington last night. There was a large gathering of curious people at the station to witness the arrival of the distinguished diplomat. He was met by the retiring Minister, Mr. Taui, and the attachés of the outgoing legation.

The party was driven to the Arlington Hotel, where elaborate preparations had been made for their reception. The entire Pomeroy House annex had been engaged as quarters. Immediately upon the arrival of the party at the house the formal transfer of the office was made from the old to the new Minister. A dinner was then served.

Cruiser New-York to Go to Sea.

WASHINGTON, Aug. 30.—Capt. J. W. Philip, commanding the cruiser New-York, now fitting out at Cramps's ship yard, Philadelphia, recently reported to the Navy Department that the vessel was in an insecure position and that the location was unhealthy. To-day Secretary Herbert sent a letter to Capt. Philip directing him to drop down Delaware Bay and subsequently proceed to sea for the purpose of exercising officers and men.

This preliminary trip is to be made before the Inspection Board is directed to report upon the outfit of the vessel and as soon as the construction and engineering work of the ship has been completed. After two weeks' exercise on the water the vessel will go to the Norfolk Navy Yard, where the ordnance work will be completed.

Two of the Choctaws Must Die.

MCALESTER, Indian Territory, Aug. 30.—Two of the nine condemned Choctaws, Silian Lewis and Simon Wade, will have to die on Sept. 8. The others will be given a hearing and, possibly, their liberty.

This is the outcome of a conference on Monday between Gov. Jones, Judge Holson, District Attorney Lewis, and Inspector Faison at Caddo.

After considerable discussion it was agreed that the two leaders, Silian Lewis and Simon Wade, should pay the death penalty. This decision, it is expected, will meet with the approval of the Interior Department.

Six Firemen Badly Injured.

TROY, N. Y., Aug. 30.—A gasoline stove in a two-story frame dwelling on Congress Street, Cohoes, exploded this morning, causing a serious fire. Miss Higgins was lighting the stove when the explosion occurred, and the flames ignited her clothing and she was badly burned.

While firemen were inside of the building a large chimney fell upon six of them, who were on the second floor. The men fell heavily, and two crashed through the ceiling to the floor below and thence to the cellar. All were more or less injured.

Germany's Ambassador Presented.

WASHINGTON, Aug. 30.—Baron von Saurwa Jeltsh, the first Ambassador Germany has sent to the United States, was presented to Secretary Gresham to-day by Baron Kettler, the Chargé d'Affaires of the German Embassy. Secretary Gresham told the Ambassador that he would be presented to President Cleveland on his return to Washington.

COMMERCIAL AFFAIRS.

NEW-YORK, Wednesday, Aug. 30, 1893.

BUILDING MATERIALS—There is a large supply of bricks, while the demand is very slow. Haverstraw hard, afloat, are worth $4.50@$5 ⅌ 1,000; Fishkills, $4.50@$5; Up-river hard, $4@$4.50; Jerseys, $3.75@$4.50; pale, $2@$2.25; Croton dark and red, $12; Croton brown, $11; Philadelphia front, $22; Trenton front, $20....Rosendale cement is worth 85@95c ⅌ bbl; American Portland, $1.80@$2; Belgian Portland, $1.90@$2.10; English Portland, $2@$2.20; German Portland, $2.10@$2.50....Lime is scarce. Rockland common lime is worth 90c ⅌ bbl, and do finishing, $1; State common lime, 80c, and do finishing, $1.05@$1.10....Laths are worth $2@$2.10 ⅌ 1,000....Goat's hair is worth 18@22c ⅌ bushel; cattle hair, 14@18c.

COFFEE—The spot market is firmer at 16½c for No. 7, but trading continues slow....Sales, 1,000 bags No. 7 at 16c, cost and freight, and 1,000 bags very desirable No. 6, spot, at 17⅛c....In the option line, sales and exchanges of 18,750 bags of Rio were made here, with the market closing barely steady at 15@30 points advance with the better cables. Havre was steady at ¼@¾f advance. Hamburg was firm at ½ pfennig advance. September deliveries stood at the close at 15.35@15.40c, (selling at 15.40@15.50c for 4,750 bags,) October at 15.50@15.55c, (selling at 15.50@15.55c for 3,000 bags,) November at 15.45@15.50c, (selling at 15.45@15.55c for 1,250 bags,) December at 15.45@15.50c, (selling at 15.40@15.55c for 5,250 bags,) January at 15.35@15.40c, (selling at 15.40@15.50 for 1,750 bags,) February at 15.25@15.30c, March at 15.20@15.25c, (selling at 15.25@15.30c for 2,500 bags,) and May at 15@15.15c....Stock of Rio and Santos at New-York to-day, 180,872 bags, and at the other distributing ports, 52,795 bags....Warehouse deliveries here yesterday, 4,133 bags.

COTTON—Later reports from the South show much less damage than at first reported, and the option market sold off 18@21 points and closed steady, with a moderate trade....Aggregate business in future deliveries here to-day, 120,600 bales....August deliveries stood here at the close nominal, September at 7.31@7.33c, (selling at 7.30@7.41c for 800 bales,) October at 7.51@7.52c, (selling at 7.50@7.63c for 12,400 bales,) November at 7.62@7.63c, (selling at 7.62@7.74c for 21,100 bales,) December at 7.72@7.73c, (selling at 7.72@7.74 for 22,900 bales,) January at 7.82@7.83c, (selling at 7.81@7.94c for 55,500 bales,) February at 7.91@7.92c, (selling at 7.97@8c for 700 bales,) March at 7.99@8c, (selling at 7.98@8.10c for 6,600 bales,) April at 8.08@8.09c, and May at 8.17@8.18c, (selling at 8.24@8.25c for 600 bales.)....And for prompt delivery 85 bales sold to spinners at steady prices; middling, 7⅝@7⅞c....Port receipts to-day, 3,375 bales, against 7,748 bales same day last year, and thus far this week, 10,529 bales, against 9,585 bales last week.

FLOUR AND MEAL—There is a little steadier feeling and a better jobbing demand, but shippers are doing nothing on account of the full supply abroad....Sales were about 23,450 pks, including 4,100 bbls Winter wheat straights at $3@$3.30, 1,250 bbls Winter wheat patents at $3.60@$3.70, Winter wheat clears at $3, Spring wheat clears at $3, 300 bbls Spring wheat straights at $3.75, 8,500 bbls Spring wheat patents at $3.75@$4.10, and fancy up to $4.30; 3,000 bbls City Mills at $3.80@$3.85 for the West Indies, City Mills patents at $4.25@$4.50, 750 bbls No. 1 at $2.40@$2.75, No. 2 at $2.35@$2.40, fine at $1.95, rye mixtures at $2.70, 650 bbls supers at $1.75@$2, 4,300 bbls Spring bakers' at $2.50@$2.75, and 600 bbls Michigan patents at $3.75....Arrivals since our last, 8,969 bbls and 12,632 sacks, and export clearances hence, 2,246 bbls and 5,730 sacks, and from four Atlantic ports, 55,768 bbls and sacks....And of RYE FLOUR, 450 bbls sold, in lots, at firm prices, bulk poor to choice superfine at $3@$3.25, and fancy at $3.35....And of CORNMEAL, 300 bbls Brandywine sold at $2.75; city coarse yellow, in bags, quoted at 88c; fine yellow, $1.05....HOMINY CHOPS quoted at 80@85c....FEED at steady prices; quoted, 40 to 60 lb, at 80c....COTTONSEED MEAL quoted at $1.25@$1.30 ⅌ 100 lb....RYE dull; nominal; Western and State quoted at 54@55c, from track and for boatloads....BARLEY MALT neglected; Canada, country-made, 85c@$1; two-rowed State, 70@75c; six-rowed do, 80@85c; Western, 65@80c.

WHEAT—Spot was more active at a decline of ¼@½c, and closed steady. Sales, 190,000 bushels, of which 88,000 bushels to shippers, including 8,000 bushels No. 1 Northern at September price, delivered; 16,000 bushels No. 2 hard Winter at 66¾c, or 1⅜c under September, delivered; 16,000 bushels do at 7c under December, delivered, free on board; 40,000 bushels ungraded red, part at ½@1c under September, delivered, and 8,000 bushels No. 2 red at ¼c under September, free on board, store. The trade bought 100,000 bushels No. 2 red at ⅛c over September, in store, and 2,000 bushels ungraded red at 63@65c, delivered....Quotations for spot wheat at the close, free on board: No. 2 red, cash, at 67⅝c, store; do, early September, at 67⅞c, store; No. 1 hard scarce; No. 1 Northern, afloat, at 69⅛c; No. 2 hard, afloat, at 70¾c....The clearances hence since our last were 153,576 bushels, and from the Atlantic ports 323,788 bushels....The receipts here to-day were 413,025 bushels, and in the interior 322,186 bushels, while at all Atlantic ports they reached 435,997 bushels....Options were moderately active and irregular, closing weak at ⅜@1c below yesterday, with local realizing, lower West, easier cables, and foreign selling. *Bradstreet's* shows a decrease of 394,000 bushels on both coasts and an increase of 906,000 bushels in the world's visible....Future sales were 1,875,000 bushels, with August closing at 68⅛c; 775,000 bushels September at 68 1-16@68⅝c, closing at 68⅛c; 325,000 bushels October at 70⅜@70⅝c, closing at 70⅜c; 725,000 bushels December at 74¾@75¼c, closing at 74¾c; 50,000 bushels May at 81¼@81½c, closing at 81¼c.

CORN—Spot was ⅛@⅜c lower and barely steady, with a fair export demand. Sales 56,000 bushels, of which 32,000 bushels for export, including 8,000 bushels No. 2 mixed at 45⅝c, delivered; 8,000 bushels do at 45⅝c, delivered, and 16,000 bushels do at 45⅜c, delivered next week. The trade bought 4,000 bushels No. 2 mixed at 44½c, elevator; 8,000 bushels do at 45⅝c, delivered, and 12,000 bushels do at 45¼@45½c, elevator, delivery next week, and early September....The receipts for the day were 64,500 bushels, and at the Atlantic ports 114,675 bushels, with, in the interior, 1,175,586 bushels....The clearances hence were 49,903 bushels, and from the Atlantic ports 58,626 bushels....Options were more active and closed weak at ½@⅝c decline on heavy receipts, free offerings, and foreign selling. *Bradstreet's* shows an increase of 255,000 bushels east of the Rockies....The sales of options were 515,000 bushels, with August closing at 44⅜c; 220,000 bushels September at 44⅜@44½c, closing at 44⅜c; 200,000 bushels October at 45⅛@45⅜c, closing at 45⅛c; 30,000 bushels November at 46⅛@46¾c, closing at 46⅛c; 50,000 bushels December at 46⅛@46¾c, closing at 46⅛c; 15,000 bushels May at 48c.

OATS—Spot were more active at generally steady prices....Sales, 139,000 bushels, including No. 2 white, in elevator, at 33c for 42,000 bushels; No. 3 white at 32½c; No. 2 white clipped at 34c; No. 3 do at 33c; No. 2 mixed at 30c for 64,000 bushels; No. 3 do at 29¼c; rejected white at 31c; rejected mixed at 28½c; No. 2 Chicago at 31c; track mixed at 30@32c for 3,000 bushels, and track white at 33@39c for 29,000 bushels....Options were moderately active and steady, with a local trade only. *Bradstreet's* shows an increase of 645,000 bushels east of the Rockies....Sales of options, 200,000 bushels, including 15,000 bushels August at 29⅞@30⅛c, closing at 30⅛c; 130,000 bushels September at 30@30½c, closing at 30⅛c; 30,000 bushels October at 30½@30⅝c, closing at 30⅝c; November closing at 31½c; 15,000 bushels May at 35⅞c....The receipts here to-day were 105,000 bushels; exports, 9,998 bushels.

HAY AND STRAW—Trade in hay and straw is fairly steady. Hay, old, No. 1, is worth 90@95c ⅌ 100 lb; hay, old, No. 2, 85c; hay, old, No. 3, 75c; hay, new, No. 1, 85@90c; hay, new, No. 2, 75@80c; hay, new, No. 3, 70@75c; hay, shipping, 70c; hay, salt, 50c; long rye straw, 60c; short rye straw, 45@50c; oat straw, 50@55c; wheat straw, 40c.

HOPS—There is a very moderate trade, mainly to brewers, with prices firm. Reports from the State show additional damage to the crop by the last storm....Choice State quoted at 22c and the best Pacific coast at 21@22c.

MILK—Receipts are not very large, and with a very fair demand prices are quite steady.

METALS—Tin firm; spot quoted at 19.25c bid. Sales, 35 tons, Sept. 1, at 19.30c....Copper firm at 9.50c....Lead firm at 3.67½c....Spelter steady at 3.60c.

OILS—For cottonseed oil the market was again neglected. Business was at a standstill and prices were nominal at 33c for prime crude, 30c for new crop do, October delivery, and 39@40c for prime yellow. Lard oil was more active and steady at 65c. Cocoanut oil is in light supply and firm at 5½@5¾c for Ceylon and 6¾c for Cochin. There are export orders for about 300 tons in market for Ceylon at 5¼c. Other oils were quiet.

PROVISIONS—The market for hog products at the West opened lower, with longs selling to realize profits, but subsequently bulling by packers stimulated a demand from shorts to cover contracts, and prices advanced, closing firm, with pork unchanged to 10 points higher, lard 5@15 up, and short ribs 2½ points down to 5 points higher....PORK quiet; unchanged; sales, 200 bbls; quoted at $16@$17 for mess, $17@$19 for short clear, and $18@$19 for family mess. At Chicago September closed at $14.60, October at $14.25, and January at $12.75; short ribs for September delivery opened 10 points lower, and then further weakened 10 points under realizing sales by longs, but subsequently buying by packers caused a recovery of 17½ points and the close was steady at $8.60; October closed at $7.75 and January at $6.60....DRESSED HOGS were in fair demand and steady; quoted at 8c for 160 lb average, nominal for 200 lb, 7¾c for 180 lb, 8⅛c for 140 lb, 8¼c for 120 lb, and 8¼c for pigs....CUTMEATS were unchanged and steady; sales, 10,000 lb pickled bellies, 14 lb average, at 11½c; closing at 11½c for pickled bellies, 12 lb average; 10½@11c for pickled hams, and 6¾c for pickled shoulders. Of Western meats at Western prices sales were made of 100 tcs Colorado cut on private terms, at 7¼c, and 150 tcs on private terms, 16 to 18 lb average....BEEF was quiet, but steady; extra India mess, in tierces, at $14.50@$17....BEEF HAMS were without change and quiet, with, at the West, $16.50 quoted, while here $17.50 was quoted....LARD—For Western steam the market was very dull and prices declined in sympathy with the early weakness at the West; cash was weaker, closing at $8.35; sales were 400 tcs for export at $8.27½@$8.45. Options—No sales. August closed at $8.40 nominal; September at $8.40 nominal, and October at $8.30 nominal. City steam was quiet and unchanged at $7.75@$8; sales, 40 tcs; refined was quiet and easier at $9.20 for the Continent and $9.45 for South America; compound was quiet at $7.62½@$7.75. At Chicago, September closed at $7.90; October at $7.80, and January at $7.25....TALLOW—Late yesterday sales were made of 100 hhds prime city at 4⅞c, but to-day the market was a trifle easier at 4 13-16c. Sales were made of 50 hhds fancy at 4 15-16c....STEARINE—Lard stearine was neglected and quoted nominally at 11c. Advices from the West reported sales of oleo stearine at 11c. Here the market was firm and quoted nominally at 10¼c....BUTTER—There is a very steady market on the continued moderate receipts, but the demand is slow and all grades well represented. Western extra creamery, 25½@26c; do, poor to prime, 17@23½c; State creamery at 25½@26c for extra tubs and 25@25½c for pails; State dairy, half tubs, best, new, 23½@24c; do, poor to prime, 19@22½c; imitation creamery, 15@19c; Western dairy, 15@18c; Western factory, 15@18c....CHEESE—There is a steadier feeling owing to the light receipts, with the export inquiry yet moderate and the home demands slow....Full-cream State is within the range of 8¾@9c for large white, 9@9½c for colored, and 8@9½c for small size; part skims at 2@6c, full skims at 1@1½c....EGGS—The market remains very steady, mainly through speculative buying, while trade demands are light....State and Pennsylvania, 17@17½c; Western, best, 15@16c; Western seconds, ⅌ case, $2.25@$3.

RICE—The demand is fair and holders show considerable firmness on reports of damages at the South....Domestic, poor to choice, 2⅛@5½c; Patna, 4½@4¾c; Japan, 4@4¼c.

SUGAR....Raw is entirely nominal and unchanged....Quotations: Muscovado, 89° test, at 3c; molasses sugar, 89° test, at 2¾c; centrifugal, 96° test, at 3⅝c....Refined are more active and firm....Cutloaf and crushed, 5⅞@5 13-16c; powdered, 5 7-16@5⅝c; granulated, 5 3-16@5⅜c; standard A, 5 3-16@5⅜c; off A, 4 13-16@5⅛c; yellow, 3⅞@4 15-16c.

TEA—The auction sale of 3,817 pkgs was at steady prices on greens, with blacks a shade easier, and included: Moyune—108 pks Hyson, 11½@19c; 36 pks Young Hyson, 21@27c; 17 pks Imperial, 25@26c; 54 pks Gunpowder, 32@24c. Ping Suey—767 pks Gunpowder, 21½@10. Japan—321 pks Pan Fried, 19@10c; 84 pks Congou, 16½@10½c; 68 pks India and Orange Pekoe, 20@11½c. Oolong—12 pks Foochoo, 11½c; 1,057 pks Amoy, 13@10½c; 1,305 pks Formosa, 30@14c.

FREIGHTS—The berth freight market remains inactive and easy, although agents of the various lines make no change in rates, except for Rotterdam, for which one load was booked at 6¼d, a slight decline. For Liverpool, room was engaged for 4,000 bxs cheese at 30s, and 500 bxs bacon at 20s; for Deptford, 150 head cattle at 40s; for London, 200 bales hops, via Liverpool, at ½d. The demand for steam and sail tonnage in all lines was exceedingly light, and rates were nominally about steady. Charters: A British steamer, with 11,000 quarters grain, hence to Lisbon at 3s 1½d; a German ship, with deals from St. John, N. B., to Cardiff or Barrow at 35s, option of west coast of England at 37s 6d; a German ship, with deals from St. John, N. B., to Liverpool or Barrow at 37s 6d; a British ship, with deals from St. John, N. B., to Liverpool at 37s 6d; a British bark, 1,265 tons, and a Norwegian bark, 950 tons, with deals from St. John, N. B., to west coast of England at 37s 6d@38s; a Norwegian bark, with deals from St. John, N. B., to west coast of England at 37s 6d; a British bark, with deals from St. John, N. B., to Drogheda at 47s 6d; a Portuguese bark, with 25,000 bushels grain, hence to Madeira, on owners' account; an Italian brig, with barrel petroleum, hence to the Mediterranean at 2s 3d; a bark, with lumber from Pascagoula to Dakar, west coast of Africa, on private terms; a British schooner, with lumber from St. John, N. B., to Las Palmas at $7.50; a bark, with case oil, lumber, &c., hence to Rio de Janeiro on private terms; a British schooner, with general cargo, hence to Cape Haiti and back, on private terms; a British schooner, with lumber from Mobile to Port Spain at $8.50; a schooner, with lumber from Savannah to New-York at $4.75; two schooners, with phosphate rock, from Charlotte Harbor to New-Orleans at $2.25, and loaded; a schooner, 230 tons, with creosoted piling from Norfolk to Jacksonville at $650, and loaded; a schooner with steel rails, from Baltimore to Fernandina at $1.75; a number of schooners with coal, from local points to ports beyond Cape Cod, at 50c to Hyannis, 55c to Millbridge and Haverhill.

LIVE STOCK MARKET.

NEW-YORK, Wednesday, Aug. 30, 1893.

Receipts for this day:

	Beeves.	Cows.	Veals and Calves.	Sheep and Lambs.	Hogs.
Jersey City.....	999	....	349	5,478	1,656
Sixtieth Street.	113	100	1,654	4,692	....
Fortieth Street.	....	....	....	....	3,010
Hoboken.........	235	68	67	674	....
Weehawken......	100	....	....	....	....
Total..........	1,447	168	2,070	10,844	4,666

BEEVES—Receipts were 84 cars; 57 cars at Jersey City, 6 cars at Sixtieth Street, 15 cars at Hoboken, and 6 cars at Weehawken, 34 cars for export, 3 cars for slaughterers, and 34 cars for the market, with 16 cars carried over, making 63 cars on sale. Latest cable advices quote refrigerated beef steady at 9c ⅌ lb, and American steers at 9½@11c, estimated dressed weight. Shipments to-morrow will be 8 cattle for G. F. LOUGH & CO, and 80 sheep for L. S. DILLENBACK on the Orinoco. The market was active and firm for good cattle at an advance of 5@10c ⅌ cwt; common to medium slow but steady, everything sold but 4 cars which arrived late. Colorados sold at $3.65@$3.95 ⅌ cwt; common to choice native steers at $3.25@$4.85; 8 extra do at $5; stags and oxen at $3.40@$4; bulls at $1.95@$2.55; cows at $1.60; 1 heifer at $2.90. *SALES.*—SHERMAN & CULVER—23 Chicago steers, 1,313 lb average, at $4.75 ⅌ 100 lb; 31 do, 1,272 lb, at $4.60; 23 do, 1,270 lb, at $4.60; 15 do, 1,282 lb, at $4.50; 16 do, 1,312 lb, at $4.50; 1 do, 1,090 lb, at $4.40; 21 do, 1,311 lb, at $4.35; 10 do, 1,188 lb, at $4.30; 9 do, 1,242 lb, at $4.25; 35 do, 1,215 lb, at $4.20; 4 do, 1,165 lb, at $4.10; 17 West Virginia do, 1,354 lb, at $4.25; 17 do, 1,381 lb, at $4.35; 18 Ohio do, 1,156 lb, at $3.60; 25 do, 1,026 lb, at $3.35; 13 Kentucky do, 959 lb, at $3.35; 9 do, 1,202 lb, at $3.75; 1 bull, 1,480 lb, at $2.55; 1 heifer, 800 lb, at $2.90. D. M'PHERSON & Co.—8 Indiana steers, 1,347 lb, at $5; 16 do, 1,429 lb, at $4.75; 16 do, 1,359 lb, at $4.65; 18 do, 1,355 lb, at $4.55; 9 do, 1,400 lb, at $4.50; 1 do, 1,280 lb, at $4.30; 19 do, 1,211 lb, at $4.10; 2 do, 1,345 lb, at $4; 12 Ohio do, 1,461 lb, at $4.60; 5 do, 1,340 lb, at $4.20; 14 do, 1,275 lb, at $4; 7 Kentucky do, 1,211 lb, at $4.50; 4 do, 1,172 lb, at $4.35; 2 do, 1,390 lb, at $3.75; 4 do, 1,285 lb, at $3.65; 21 do, 1,113 lb, at $3.55; 2 do, 1,110 lb, at $3.50; 9 West Virginia do, 1,281 lb, at $4.50; 14 do, 1,538 lb, at $4.45; 18 do, 1,501 lb, at $4.30; 17 do, 1,391 lb, at $4.30; 8 do, 1,484 lb, at $4.20; 18 do, 1,224 lb, at $3.75. M. GOLDSMITH—16 Chicago steers, 1,302 lb, at $4.75; 60 do, 1,354 lb, at $4.70; 11 do, 1,246 lb, at $4.60; 20 do, 1,235 lb, at $4.40; 16 do, 1,297 lb, at $4.35; 3 do, 1,156 lb, at $4.25; 4 do, 1,272 lb, at $4.25; 31 do, 1,274 lb, at $4.10; 11 do, 1,166 lb, at $3.75; 6 do, 1,225 lb, at $3.75; 4 do, 1,193 lb, at $3.50; 1 do, 1,520 lb, at $4.75; 1 do, 1,510 lb, at $4.50. S. SANDERS—34 Chicago steers, 1,435 lb, at $4.85; 31 do, 1,315 lb, at $4.75; 36 Ohio do, 1,470 lb, at $4.50; 20 do, 1,378 lb, at $4.40; 18 do, 1,243 lb, at $4.12½; 20 do, 1,290 lb, at $4.10; 1 do, 1,000 lb, at $3.50; 21 do, 1,179 lb, at $3.50; 34 West Virginia do, 1,352 lb, at $4.10; 17 Kentucky do, 1,305 lb, at $4; 19 Virginia do, 1,329 lb, at $3.85; 18 do, 1,329 lb, at $3.80; 19 Colorados, 1,215 lb, at $3.95; 19 do, 1,177 lb, at $3.65; 18 stags, 1,261 lb, at $3.40; 1 bull, 630 lb, at $2; 3 do, 820 lb, at $2.15; 1 do, 960 lb, at $2.25; 17 State cows, 794 lb, at $1.60. S. JUDD & CO.—2 oxen, 1,630 lb, at $4; 1 bull, 1,170 lb, at $2.50; 2 do, 965 lb, at $2.25; 14 do, 850 lb, at $2. NEWTON & GILLETT—15 Ohio steers, 1,111 lb, at $3.65; 1 do, 1,330 lb, at $3.75; 16 do, 1,344 lb, at $4.25. G. DILLENBACK—1 bull, 1,050 lb, at $2.30; 15 do, 828 lb, at $2.05; 5 do, 802 lb, at $2.15. HUME & MULLEN—5 bulls, 800 lb, at $2.15; 5 do, 994 lb, at $2.25; 1 do, 700 lb, at $2. HALLENBECK & HOLLIS—33 bulls, 843 lb, at $2.05; 25 do, 862 lb, at $2.05; 6 do, 737 lb, at $1.95.

SHEEP AND LAMBS—Receipts were 48 cars: 24 cars at Jersey City for the market; 21 cars at Sixtieth Street, of which 2 cars, with 3 cars at Hoboken, were consigned to butchers. Sheep slow and barely steady; lambs a trifle higher for good to choice; other grades in fair demand at steady prices; all sold. Sheep sold at $2.25@$4 ⅌ cwt, lambs at $4.25@$6.15 for common to choice, a few little lots of State do at $6.25; mixed sheep and lambs at $4@$4.25. *SALES.*—D. M'PHERSON & CO.—249 Virginia lambs, 64½ lb average, at $6.10 ⅌ 100 lb; 306 do, 58 lb, at $5; 233 do, 55 lb, at $5; 241 do, 64 lb, at $5.50; 238 do, 64 lb, at $5.50; 45 do, 49 lb, at $4.25; 200 Kentucky do, 58 lb, at $5; 130 Pennsylvania do, 69 lb, at $5.37½; 39 Kentucky sheep, 98 lb, at $4; 198 do, 94 lb, at $3; 26 Virginia do, 110 lb, at $4; 223 do, 75 lb, at $3; 7 do, 93 lb, at $2.50. M. COLLINS—57 Ohio sheep, 80 lb, at $3.50; 195 do, 78 lb, at $2.75; 13 Virginia do, 82 lb, at $3; 225 Indiana lambs, 67 lb, at $5.50; 240 do, 67 lb, at $5.50; 34 do, culls, 47 lb, at $3.50; 214 Virginia do, 59 lb, at $5; 175 Virginia sheep and lambs, 70 lb, at $4. J. F. PIDCOCK—84 State lambs, 71 lb, at $6.25; 33 do, 77 lb, at $6.20; 187 do, 73 lb, at $6.12½; 259 do, 70 lb, at $6; 141 do, 63 lb, at $5.70; 124 Pennsylvania do, 72 lb, at $5.25; 66 do, 66 lb, at $5.40; 250 Virginia do, 68 lb, at $5; 227 West Virginia do, 60 lb, at $5.37½; 9 State sheep, 100 lb, at $3. WILKERSON & SHERMAN—204 Kentucky sheep, 93½ lb, at $3; 163 State lambs, 75 lb, at $6; 21 State sheep, 69 lb, at $3.50. S. JUDD & CO.—211 State lambs, 77 lb, at $6; 26 do, 81 lb, at $6.12½; 40 do, 71 lb, at $5.37½; 247 Pennsylvania do, 68 lb, at $5.50; 191 West Virginia do, 61 lb, at $5.50; 67 State do, few sheep, 54 lb, at $4.25; 115 State sheep, few lambs, 82 lb, at $4; 6 State do, 95 lb, at $4; 17 do, 89 lb, at $3.50; 23 Pennsylvania do, 78 lb, at $2.50; 167 Kentucky do, 99 lb, at $2.80. P. S. KASE—210 Jersey lambs, 73 lb, at $6.15. D. HARRINGTON—230 Kentucky lambs, 68 lb, at $5.87½; 262 do, 58 lb, at $5.25; 247 do, 58 lb, at $5; 243 do, 59 lb, at $4.50; 112 State do, 69 lb, at $5; 104 do, 63 lb, at $5.50. G. DILLENBACK—220 Michigan lambs, 68 lb, at $5.75; 65 State do, 70 lb, at $5.75; 308 do, 68 lb, at $5.50; 18 State sheep, 90 lb, at $2.25. HALLENBECK & HOLLIS—200 Kentucky lambs, 69 lb, at $5.25; 230 Western sheep, 79 lb, at $2.75. HUME & MULLEN—229 State lambs, 71 lb, at $6; 12 do, 79 lb, at $5.75; 87 do, 70 lb, at $5.50; 130 do, 64 lb, at $5; 11 State sheep, 112 lb, at $3.75. JELLIFFE, WRIGHT & CO.—45 State lambs, 84 lb, at $5.50.

VEALS AND CALVES—Market active and ¼c ⅌ lb higher on all kinds. Grassers and buttermilks sold at $3@$3.80 ⅌ cwt; fed and mixed calves at $3.50@$4.50; common to prime veals at $5@$7.75; choice and extra at $7.87½@$8. *SALES.*—JELLIFFE, WRIGHT & CO—3 veals, 167 lb average, at $5 ⅌ 100 lb; 7 do, 176 lb, at $6; 3 do, 163 lb, at $7; 41 do, 151 lb, at $7.25; 63 do, 158 lb, at $7.75; 14 do, 142 lb, at $7.87½; 1 do, 150 lb, at $8; 8 fed calves, 179 lb, at $4.50; 9 do, 172 lb, at $4; 28 buttermilk do, 207 lb, at $3.75; 19 do, 192 lb, at $3.50. HUME & MULLEN—59 veals, 149 lb, at $8; 44 do, 155 lb, at $7.75; 16 do, 143 lb, at $7.50; 54 do, 149 lb, at $7.25; 41 do, 156 lb, at $7; 2 do, 145 lb, at $6; 26 do, 105 lb, at $5; 7 fed calves, 224 lb, at $4; 6 do, 209 lb, at $3.50. J. P. NELSON—3 veals, 155 lb, at $8; 54 do, 154 lb, at $7.75; 7 do, 161 lb, at $7.50; 3 do, 127 lb, at $7; 3 do, 157 lb, at $6; 14 do, 169 lb, at $5; 9 buttermilk calves, 228 lb, at $3.75. HALLENBECK & HOLLIS—4 veals, 142 lb, at $7.75; 5 do, 136 lb, at $7.50; 2 fed calves, 159 lb, at $4; 17 buttermilk do, 228 lb, at $4.12½. G. DILLENBACK—30 veals, 156 lb, at $7.85; 167 do, 134 lb, at $7.75; 31 do, 151 lb, at $7.50; 8 do, 126 lb, at $7.37½; 6 do, 120 lb, at $7; 4 do, 139 lb, at $6; 12 do, 175 lb, at $5.25; 11 fed calves, 172 lb, at $4.50; 19 do, 207 lb, at $4.25; 10 do, 214 lb, at $4; 73 buttermilk do, 208 lb, at $3.75; 15 grassers, 192 lb, at $3.35. S. JUDD & CO.—139 veals, 156 lb, at $7.50; 59 do, 165 lb, at $7.37½; 11 do, 150 lb, at $7.25; 11 do, 145 lb, at $7; 4 do, 140 lb, at $5; 34 fed calves, 221 lb, at $4.25; 9 do, 222 lb, at $4; 15 do, 233 lb, at $3.90; 19 do, 225 lb, at $3.75; 6 buttermilk do, 205 lb, at $3.25; 17 grassers, 190 lb, at $3. WILKERSON & SHERMAN—6 veals, 137 lb, at $6.50; 12 grassers, 213 lb, at $3.20; 1 fed calf, 250 lb, at $4. NEWTON & GILLETT—37 buttermilk and fed calves, 190 lb, at $3.50; 14 veals and fed calves, 146 lb, at $6.25. J. F. PIDCOCK—22 grassers, 167 lb, at $3.

MILCH COWS—Market steady and unchanged at $20@$50 ⅌ head for inferior to choice cows. *SALES.*—G. DILLENBACK—2 cows at $25 each. HALLENBECK & HOLLIS—2 cows at $40@$50. J. DUCEY—5 cows at $28@$50.

HOGS—The arrivals were 32 cars, 12 cars at Jersey City and 20 cars at Fortieth Street. A few for sale. Market firm, and good medium to good light hogs sold at $6@$6.40; choice light would bring $6.50. *SALES.*—S. JUDD & CO.—10 State hogs, 168 lb average, at $6.40 ⅌ 100 lb; 20 do, 189 lb, at $6.30; 31 do, 140 lb, at $6.35; 50 do, 219 lb, at $6.25. J. F. PIDCOCK—9 State hogs, 186 lb, at $6.30; 1 rough, 380 lb, at $5.

BUFFALO, N. Y., Aug. 30.—Cattle—Receipts for last 24 hours, 2,440 head; total for week thus far, 9,460 head; for same time last week, 6,180 head; consigned through, 2,440 head; to New-York, 680 head; on sale, 140 head; market opened slow and lower for all kinds; closed dull; good 1,100 to 1,255 lb steers, $3.75@$4; coarse but fat steers, $3.85@$3.90; light butchers', 900 to 1,050 lb, $3.20@$3.50; bulls, $2.25@$2.50; oxen, $2.75@$3.50. Hogs—Receipts last 24 hours, 10,950 head; total for week thus far, 33,150 head; for same time last week, 27,600 head; consigned through, 9,750 head; to New-York, 1,800 head; on sale, 1,200 head; market opened about steady; quality generally poor; closed steady; all sold; corn-fed Yorkers, $6.15@$6.25; few selected choice light lots at $6.30@$6.35; good mediums, $5.85@$5.90; choice, 200 lb, $6; good heavy, $5.80@$5.90; pigs, $6.15@$6.30. Sheep and Lambs—Receipts last 24 hours, 2,200 head; total for week thus far, 15,200 head; for same time last week, 20,800 head; consigned through, 1,400 head; to New-York, 600 head; on sale, 1,000 head; market opened a shade stronger for good to choice stock; common slow and unchanged; closed steady to firmer; all sold; good to choice Western lambs, $5.15@$5.35; good, $4.75@$5; common to fair, $3.75@$4.50; no good sheep here; choice ewes and wethers, $3.75@$4; fair to good, $3@$3.50; culls and common, $1.50@$2.75; one load choice Canada lambs brought $5.75.

ST. LOUIS, Aug. 30.—Cattle—Receipts, 5,300 head; shipments, 700 head; market slow for natives; top prices, $4.50; Texans, 10c lower; top prices, $3.20. Hogs—Receipts, 3,200 head; shipments, 500 head; market 10@15c lower; top prices, $5.65; bulk of sales, $5.25@$5.50. Sheep—Receipts, 2,100 head; shipments, none; market steady; unchanged.

EAST LIBERTY, Penn., Aug. 30.—Cattle—Receipts, 340 head; shipments, 520 head; market dull; choice, $3.40@$4.45; good butchers', $3.50@$3.80; common to fair, $3@$3.25; fat cows, $2@$3.25; good bulls, $2@$2.75; fresh cows, $20@$35; 14 cars of cattle shipped to New-York to-day. Hogs—Receipts, 1,700 head; shipments, 1,000 head; market active; choice light weights, $6.15@$6.25; medium weights, $6.10@$6.15; extreme heavy, $5.60@$5.75; six cars of hogs shipped to New-York to-day. Sheep—Receipts, 1,900 head; shipments, 800 head; market very dull; prime, $3.50@$3.75; good, $3@$3.40; common to fair, $1@$2.75; lambs, $3@$4.75; veal calves, $5.50@$6.25; heavy and thin, $2.50@$4.

CHICAGO LIVE STOCK.

CHICAGO, Aug. 30.—Cattle—Receipts, 17,000 head; shipments, 4,000 head; market steady; good steers, $4.90@$5.05; prime, $5.25; others, $2.75@$4.80. Hogs—Receipts, 35,000 head; shipments, 6,000 head; market dull; prime mixed and packers, $5.15@$5.35; heavy, $5.40@$5.50; medium and butchers' weights, $5.60@$5.70; light, $5.80@$5.90.

FOREIGN MARKETS.

LIVERPOOL, Aug. 30—3:45 P. M.—Beef—Holders offer sparingly. Pork and hams—Holders offer freely. Bacon—Holders offer moderately; long clear middles, about 45 lb, steady at 53s 6d. Cheese—Holders offer sparingly; American finest white steady at 46s 6d; do colored steady at 47s 6d. Tallow, turpentine, and resin—Holders offer moderately. Lard—Spot—Holders offer moderately; futures—Holders are not offering; prime Western spot dull at 41s 6d. Wheat and flour—Holders offer moderately. Corn—Spot and futures—Holders offer sparingly; mixed Western August dull at 3s 11d; September dull at 3s 11d. Hops at London—Pacific coast—Holders offer moderately.

4 P. M.—Cotton—Futures closed steady. American middling, low middling clause, August delivery, 4 15-64d, buyers; August and September delivery, 4 14-64@4 15-64d; September and October delivery, 4 14-64d, value; October and November delivery, 4 14-64@4 15-64d; November and December delivery, 4 16-64d, sellers; December and January delivery, 4 17-64@4 18-64d; January and February delivery, 4 19-64@4 20-64d; February and March delivery, 4 21-64@4 22-64d; March and April delivery, 4 23-64@4 24-64d. American live cattle, sinking the offal, 5½d ⅌ lb.

LONDON, Aug. 30—4:30 P. M.—Produce—Calcutta linseed, spot delivery, 41s 9d ⅌ quarter; August and September shipment, 41s 3d. Spirits of turpentine, 21s 9d ⅌ cwt. Beet Sugar—October, 14s.

COTTON MARKETS.

NEW-ORLEANS, Aug. 30.—Cotton easy; good middling, 7½c; middling, 7 3-16c; low middling, 6 15-16c; good ordinary, 6⅝c; net and gross receipts, 274 bales; exports coastwise, 1,378 bales; sales, 550 bales; stock, 37,918 bales.

SAVANNAH, Aug. 30.—Cotton steady; middling, 6 15-16c; low middling, 6 9-16c; good ordinary, 6 3-16c; net and gross receipts, 1,879 bales, all new crop; exports, coastwise, 1,023 bales; sales, 750 bales; stock, 11,262 bales.

GALVESTON, Aug. 30.—Cotton firm; middling, 7¼c; low middling, 6 15-16c; good ordinary, 6⅝c; net and gross receipts, 1,049 bales, all new crop; sales, 261 bales; spinners, 45 bales; stock, 20,572 bales.

POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.

Foreign mails for the week ending Sept. 2 will close (PROMPTLY in all cases) at this office as follows:

THURSDAY.—At 6 A. M. for EUROPE, per steamship Columbia, via Southampton and Hamburg; at 6:30 A. M. for NETHERLANDS direct, per steamship Rotterdam, via Rotterdam, (letters must be directed "per Rotterdam";) at 1 P. M. (supplementary 1:30 P. M.) for BERMUDA, per steamship Orinoco; at 1 P. M. (supplementary 1:30 P. M.) for NASSAU, N. P., and SANTIAGO CUBA, per steamship Niagara; at 3 P. M. for Bocas del Toro per steamship Premier.

FRIDAY.—At 10:30 A. M. for BRAZIL and LA PLATA COUNTRIES, per steamship Coleridge, via Pernambuco, Bahia, Rio Janeiro, and Santos, (letters for Para and Ceara must be directed "per Coleridge";) at 11 A. M. (supplementary 11:30 A. M.) for FORTUNE ISLAND, JAMAICA, and JEREMIE, per steamship Andes, (letters for Costa Rica, via Limon, must be directed "per Andes";) at *3 P. M. for BLUEFIELDS, per steamship J. Wilson, from New-Orleans; at *3 P. M. for BOCAS DEL TORO, per steamship Tordenskjold, from New-Orleans.

SATURDAY.—At 5:30 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, and TURKEY, per steamship La Bourgogne, via Havre; at 6:30 A. M. for GERMANY direct, per steamship Elbe, via Bremen (letters for other parts of Europe, via Southampton, and Bremen, must be directed "per Elbe";) at 6:30 A. M. for EUROPE, per steamship Campania, via Queenstown, (letters for Germany, France, Switzerland, Italy, Spain, Portugal, and Turkey must be directed "per Campania";) at 7:30 A. M. for NETHERLANDS direct, per steamship Spaarndam, via Rotterdam, (letters must be directed "per Spaarndam";) at 8 A. M. for Scotland direct, per steamship Anchoria, via Glasgow, (letters must be directed "per Anchoria";) at 11 A. M. for CAMPEACHY, CHIAPAS, TABASCO, and YUCATAN, per steamship Orizaba, (letters for other Mexican States and Cuba must be directed "per Orizaba";) at 1 P. M. for INAGUA and CAPE HAITI, per steamship Dorian.

Mails for China and Japan, per steamship China, (from San Francisco,) close here daily up to Sept. *6, at 6:30 P. M. Mails for Australia, New-Zealand, Hawaiian, Fiji, and Samoan Islands, per steamship Alameda, (from San Francisco,) close here daily up to Sept. *16, at 6:30 P. M., (or on arrival at New-York of steamship Etruria with British mails for Australia.) Mails for the Hawaiian Islands, per steamship Australia, (from San Francisco,) close here daily up to Sept. *24, at 6:30 P. M. Mails for the Society Islands, per ship Tropic Bird, (from San Francisco,) close here daily up to Sept. *24, at 6:30 P. M. Mails for China, Japan, Hawaii, and Australia, via Vancouver, (specially addressed only,) close at this office daily at 6:30 P. M. Mails for Newfoundland, by rail to Halifax, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Cuba, by rail to Tampa, Fla., and thence by steamer, (sailing Mondays and Thursdays,) close at this office daily at 2:30 A. M. Mails for Mexico, overland, unless specially addressed for dispatch by steamer, close at this office daily at 3 A. M.

Transpacific mails are forwarded to San Francisco daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the East arriving ON TIME at San Francisco on the day of sailing of steamers are dispatched thence the same day.

*Registered mail closes at 6 P. M. previous day.

Extra supplementary transatlantic mails are opened on the piers of the American, English, French, and German steamers at the hour of closing of supplementary mails at the Post Office, which remain open until within ten minutes of the hour of sailing of steamer. CHARLES W. DAYTON, Postmaster.

POST OFFICE, NEW-YORK, N. Y., Aug. 25, 1893.

Travelers' Guide—Shipping.

AMERICAN LINE.
NEW-YORK. SOUTHAMPTON. LONDON.
Paris, Sept. 6, 2 P. M.
Berlin, Sept. 13, 7:30 A. M.
New-York, Sept. 20, 1 P. M.
Paris, Sept. 27, 7 A. M.
From Pier 48 N. R., foot of Christopher St.
Shortest and most convenient route to London.
Passengers land at Empress Dock, avoiding inconvenience and exposure of transfer by tender.
First cabin passage to Southampton, London, or Havre, $60 and upward, according to steamer. Second cabin, $35 to $60. Steerage at low rates.
INTERNATIONAL NAVIGATION COMPANY,
6 Bowling Green, New-York.

ANCHOR LINE.
UNITED STATES MAIL STEAMSHIPS.
FOR GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot of West 24th St.
S. S. CITY OF ROME, Saturday, Sept. 9, 4 P. M.
Saloon, $50 and upward. Second cabin, $30.
Anchoria, Sept. 2, 10 A. M.
Circassia, Sept. 16, 10 A. M.
Furnessia, Sept. 23, 3 P. M.
Ethiopia, Sept. 30, 9 A. M.
Cabin, $45 and upward. Second cabin, $30. Steerage, outward, $23; prepaid, $24. Cabin excursion tickets at reduced rates. For drafts, tours, &c., apply to HENDERSON BROTHERS, 7 Bowling Green.

ROYAL MAIL TO THE NETHERLANDS.
From pier foot of 5th St., Hoboken.
S. S. ROTTERDAM, Thursday, Aug. 31, 8:30 A. M.
S. S. SPAARNDAM, Saturday, Sept. 2, 9:30 A. M.
Steamers call both ways at Boulogne-sur-Mer, France. First cabin, $55 and upward; second cabin, $38; steerage at lowest rates. Apply for guide and terms to General Pass. Agency, 39 Broadway, N. Y.

HEARN. West 14th St.
Trunks, Satchels, Bags, Steamer Chairs, Rugs, &c.
Largest stock and best values in New-York.

SAVANNAH LINE.—THREE STEAMERS Weekly from New Pier 35 N. R., foot of Spring St.
S. S. City of Augusta......Saturday, Sept. 2, 3 P. M.
S. S. City of Birmingham...Tuesday, Sept. 5, 3 P. M.
S. S. Kansas City..........Thursday, Sept. 7, 3 P. M.
Connecting with C. R. R. of Georgia and S. F. and W. R'y for all points in GEORGIA and FLORIDA, SOUTH CAROLINA, ALABAMA, and LOUISIANA. Unsurpassed accommodations. First-class table d'hôte. For freight and passage apply to
J. D. HASHAGEN, E. Agt, S. F. & W. R'y, 261 B'way.
W. H. RHETT, Gen'l Agt, Central R. R., 317 B'way.
R. L. WALKER, Agent Ocean Steamship Co.
G. M. SORRELL, Manager, New Pier 35 North River.

CLYDE LINE.
CHARLESTON, S. C., the South and Southwest.
JACKSONVILLE and all Florida points.
From Pier 29 E. R., (foot of Roosevelt St.,) 3 P. M.
ALGONQUIN..........Friday, Sept. 1
SEMINOLE...........Tuesday, Sept. 5
CHEROKEE...........Friday, Sept. 8
All steamers have first-class passenger accommodations. WM. P. CLYDE & CO., Gen. Agents, 5 Bowling Green, New-York.
FLA. CENT. & PEN. FAST F. & P. LINE via JACKS.
GBT. SO. FRT. & PASS'R LINE via CHARLESTON.
T. G. EGER, Gen'l Agt., 379 B'way, N. Y.

COLUMBIAN LINE.
NEW-YORK—COLON.
Panama, South Pacific, Central America, Mexico, and California,
VIA PANAMA RAILROAD.
Sailings from Pier 34, foot Canal St.:
S. S. Newport..........Monday, 11th Sept., noon
S. S. Colombia.........Wednesday, 20th Sept., noon
S. S. City of Para.....Saturday, 30th Sept., noon
For freight, passenger, and general information, apply to the General Agents.
STAMFORD PARRY, HERRON & CO.,
35 Broadway, or pier foot Canal St., N. R.

Maine Steamship Company
The only direct line to Cottage City, Mass., and Portland, Me., connecting at Portland with all railroad and steamship lines for Bar Harbor, Old Orchard, Poland Springs, White Mountains, and all Eastern Summer resorts. Steamers sail every Monday, Wednesday, and Saturday at 5 P. M. from Pier 38 East River, foot of Market St., New-York. For information apply to HORATIO HALL, Agent, at the pier.

OLD DOMINION LINE.
Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT, and NEWPORT NEWS, connecting for VIRGINIA BEACH, PETERSBURG, and RICHMOND, Va., and WASHINGTON, D. C.—Tues., Wed., Thurs., and Sat. For RICHMOND via JAMES RIVER—Wed. and Sat. For WEST POINT, Va.—Tues., Thurs., and Sat. From Pier 26 N. R., foot Beach St., 3 P. M. Through tickets and freight rates to all points South and West. Apply at general office of company, on pier, or at 5, 11, 229, 239, 261, 287, 317A, 362, 849, 944, and 1,225 Broadway.
W. L. GUILLAUDEU, Traffic Manager.

Travelers' Guide—Shipping.

NORTH GERMAN LLOYD S. S. CO.
SHORT ROUTE TO LONDON.
NEW-YORK, SOUTHAMPTON, BREMEN,
FAST EXPRESS STEAMERS.
I. cabin, $70 and upward; II. cabin, $45, $50 and $60 a berth. Steamers sail from foot of 2d St., Hoboken.
Elbe, Sat., Sept. 2, 10 P. M.
Aller, Tues., Sept. 5, 6 A. M.
Saale, Sat., Sept. 9, 9 A. M.
Spree, Tues., Sept. 12, noon
Kaiser, Sat., Sept. 16, noon
Lahn, Tues., Sept. 19, noon
Ems, Sat., Sept. 23, 7 A. M.
Havel, Tu., Sept. 26, 9 A. M.
Trave, W., Sept. 27, 9 A. M.
Elbe, Sat., Sept. 30, 9 A. M.
MEDITERRANEAN LINE.
New-York to Genoa less than eleven days.
Werra, Sept. 9
Kronp'z, Sept. 16
Fulda, Sept. 23
Werra, Oct. 4
Kaiser, Oct. 21
Fulda, Nov. 4
Werra, Nov. 18
Kaiser, Nov. 25
Fulda, Dec. 9
Werra, Dec. 30
Kaiser, Jan. 6
Spree, Jan. 16
Passage, $100, $125, or $150 a berth, first cabin.
OELRICHS & CO., 2 Bowling Green.

HAMBURG-AMERICAN PACKET COMPANY.
FAST LINE TO LONDON.
NEW-YORK, SOUTHAMPTON, HAMBURG.
Twin-screw express steamers.
A. Victoria, Sept. 7, 3 P. M.
Normannia, S. 14, 8:30 AM
F. Bismarck, Sept. 21, 2 P. M.
Columbia, S. 28, 7:30 A. M.
A. Victoria, Oct. 5, 1:30 P. M.
Normannia, O. 12, 7:30 A M
First cabin, $75 and upward; second cabin, $50 and upward.
HAMBURG-AMERICAN PACKET CO., 37 B'way, N. Y.

CUNARD LINE.
TO LIVERPOOL, VIA QUEENSTOWN.
Campania, Sept. 2, 10 A. M.
Umbria, Sept. 9, 4 A. M.
Lucania, Sept. 16, 9 A. M.
Aurania, Sept. 19, noon.
Etruria, Sept. 23, 4 A. M.
Campania, Sept. 30, 8½ AM
Servia, Oct. 3, 11 A. M.
Umbria, Oct. 7, 4 A. M.
EXTRA STEAMER.
Gallia, Sept. 5, 1 P. M.
From Pier 40 North River, foot of Clarkson St.
Cabin passage, $50 and upward; second cabin, $35 and upward, according to steamer and location. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at company's offices, 4 Bowling Green.
VERNON H. BROWN & CO., General Agents.

WHITE STAR LINE.
Germanic, Sept. 6, 2 P. M.
*Majestic, Sept. 13, 8 A. M.
Britannic, Sept. 20, 12½ PM
*Teutonic, Sept. 27, 7½ AM.
Germanic, Oct. 4, noon.
*Majestic, Oct. 11, 7:30 AM
Britannic, Oct. 18, 11 A. M.
*Teutonic, Oct. 25, 4 P. M.
From White Star Dock, foot of 10th St.
Saloon rates, $50 upward, according to steamer and location of berth. *Second cabin on these steamers, $40 and $45. Steerage to or from the old country, $25. 29 Broadway, New-York. Philadelphia office, 406 Walnut St.
H. MAITLAND KERSEY, Agent.

RED STAR LINE.
Sailing from New-York and Antwerp weekly.
WAESLAND..........Wednesday, Sept. 6, 2 P. M.
FRIESLAND.........Wednesday, Sept. 13, 7:30 A. M.
BELGENLAND....Saturday, Sept. 16, 9:30 A. M.
First cabin, $50 upward; second cabin, to Antwerp, $38; from Antwerp, $48 and $52; reduction on round trip. Apply for "Facts." Steerage at low rates. INTERNATIONAL NAVIGATION CO., 6 Bowling Green.

GUION LINE.
FOR QUEENSTOWN AND LIVERPOOL.
From Pier B, foot of Grand St., Jersey City.
ALASKA..............Saturday, Sept. 2, 10:30 A. M.
ARIZONA............Saturday, Sept. 16, 10 A. M.
ALASKA..............Saturday, Sept. 30, 9 A. M.
Cabin passage, $50 and upward; second cabin, $35; steerage, $25. A. M. UNDERHILL & CO.,
Telephone, 3,095 Cortlandt. 35 Broadway.

COMPAGNIE GENERALE TRANSATLANTIQUE.
FRENCH LINE TO HAVRE every Saturday.
LA BOURGOGNE, Leboeuf....Sat., Sept. 2, 9 A. M.
LA CHAMPAGNE, Laurent....Sat., Sept. 9, 4 A. M.
LA GASCOGNE, Santelli....Sat., Sept. 16, 8 A. M.
A. FORGET, General Agent, No. 3 Bowling Green.

Travelers' Guide—Steamboats.

FALL RIVER LINE.
FOR BOSTON, NEWPORT, Providence, Cottage City, Nantucket, and all Eastern Points.
DOUBLE SUMMER SERVICE. The Puritan, Pilgrim, Plymouth, and Providence in commission together. Two boats each way daily. A fine orchestra on each steamer.
Leave New-York from Pier 28 North River (old No.) week days at 5:30 and 6:15 P. M. Sundays, 5:30 P. M. only. Pullman vestibuled trains leave Fall River at 5:30 and 7:40 A. M., due Boston 6:50 and 9:00 A. M.
Connecting Annex boat leaves Brooklyn week days and Sundays at 5:00 P. M., Jersey City 4:00 P. M.

PROVIDENCE LINE.
FOR BOSTON, WORCESTER, PROVIDENCE, ALL POINTS EAST, AND THE WHITE MTS.
Steamers Connecticut and Massachusetts leave Pier 29 (old No.) N. R., foot of Warren St., at 5:30 P. M., daily, except Sunday; connecting trains leave wharf 6 A. M., due Boston 7:15 A. M., and 6:10 A. M., due Worcester 8 A. M. (Sunday train to Worcester from Union Station at 8:30 A. M.) Through Parlor Cars to White Mountains leave wharf except Sunday 7:15 A. M., due Fabyans 4:30 P. M.
AN ORCHESTRA ON EACH STEAMER.

STONINGTON LINE.
INSIDE ROUTE TO BOSTON, PROVIDENCE, WORCESTER AND ALL EASTERN POINTS. Only direct Sound route to NARRAGANSETT PIER AND WATCH HILL. New steel steamers MAINE and NEW-HAMPSHIRE leave new Pier 36 N. R., one block above Canal St., at 5:30 P. M. daily, including Sunday.

NORWICH LINE
FOR
BOSTON, WORCESTER,
NEW-LONDON, NORWICH, WATCH HILL, BLOCK ISLAND, AND ALL POINTS EAST.
Leave Pier 40 (old number) North River, (next pier above Desbrosses St. Ferry,) daily, except Sundays, at 6 P. M., connecting with new express train leaving New-London at 5:35 A. M., reaching Boston 9 A. M., Worcester 7:56 A. M.

NEW-HAVEN.—Fare, $1. Magnificent new twin-screw steel steamer RICHARD PECK, the flier, fastest steamer on Long Island Sound, and palatial steamer C. H. NORTHAM leave Pier 25 E. R. daily (Sundays 10:30 A. M. and 12 mid.) at 3:30 P. M. and 11:30 P. M., connecting with trains for Meriden, Hartford, Springfield, and the North. These magnificent steamers are equipped with electric lights and call bells and furnished luxuriously throughout. Through tickets and baggage checked at 944 Broadway, New-York, and 4 Court St., Brooklyn.

MONTAUK STEAMBOAT COMPANY, LIMited, new management, improved cuisine, for Orient Point, Orient, Manhanset House, Greenport, Shelter Island Heights, Southold, and Sag Harbor. Leaves Pier 23 East River, foot of Beekman St., New-York, daily at 6 P. M., except Sundays. Saturdays, on and after July 1, will leave New-York at 2 P. M.

BRIDGEPORT.—Two boats daily, except Sunday, Pier 35 East River, ft. Catharine St., 11 A. M. and 3 P. M., and from East 31st St. 3:15 P. M. Saturday afternoon boat leaves half an hour earlier. Sundays, 5 P. M., from Pier 35, 5:15 P. M. from 31st St.

HARTFORD.—New twin-screw steel steamer HARTFORD and sister boat CITY OF SPRINGFIELD leave Pier 24 E. R. daily (Sundays excepted) at 5 P. M., reaching Hartford in time for early trains for Springfield, Boston, and Albany.

SOUTH NORWALK.—Steamer City of Albany; Beekman St., 2:35 P. M.; Saturdays, 2 P. M.; East 31st St., 3 P. M.; Saturdays, 2:20 P. M.

Hudson River by Daylight.
Day Line Steamers,
NEW-YORK or ALBANY.
Daily except Sundays.
Leave Brooklyn, Fulton St., (by Annex,) 8:00 A. M.
" New-York, Desbrosses St. Pier, 8:40 "
" " West 22d St. " 9:00 "
for Albany, landing at Yonkers, West Point, Newburgh, Po'keepsie, Rhinebeck, Catskill, and Hudson. Returning, leave Albany 8:30 A. M.
CONNECTIONS:
WEST POINT, NEWBURGH, and POUGHKEEPSIE, with down Day Boat. RHINEBECK and CATSKILL for mountain resorts.
ALBANY, with trains for Niagara Falls and the West, and with special trains to and from Saratoga MORNING AND AFTERNOON CONCERTS.

ALBANY BOATS.
PEOPLE'S LINE.
Steamers DREW and DEAN RICHMOND leave Old Pier 41 N. R., foot Canal St., at 6 P. M., daily, (Sundays excepted.) Direct connection with express trains to Saratoga, Lake George, Adirondacks, Thousand Islands, Richfield Springs, Niagara Falls, Sharon Springs, and Cooperstown. Saturday night steamer connects with Sunday morning train for Saratoga and Lake George.

CATSKILL MOUNTAINS.—Steamers KAATERSKILL and CATSKILL leave every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Catskill Mountain and Cairo R. R. and the new Otis Elevating Railway to the summit. Directory of Summer Hotels and Boarding Houses mailed free at pier or by W. J. HUGHES, Catskill, N. Y.

HUDSON RIVER STEAMER MARY POWELL.
(DAILY, EXCEPT SUNDAYS.)
Leaves Desbrosses St. 3:15 P. M.; Saturdays, 1:45; Do. West 22d St. 3:30 P. M.; Saturdays, 2.
For CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW-HAMBURGH, MILTON, POUGHKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

A.—TROY BOATS.—Steamer City of Troy or Saratoga leaves Pier 46, West 10th St., daily except Saturday, 6 P. M., connecting with Delaware and Hudson and Fitchburg trains. Sunday steamer touches at Albany.

RAMSDELL LINE.—Steamers leave Pier 24 N. R., foot Franklin St., for Cranston's, West Point, Cold Spring, Cornwall, Fishkill Landing, and Newburg, week days 5 P. M., Sundays 9 A. M.

HUDSON AND COXSACKIE BOATS LEAVE every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Boston & Albany R. R.

Travelers' Guide—Railroads.

Baltimore & Ohio R. R.
Fast Express Trains to
BALTIMORE, WASHINGTON, CHICAGO, CINCINNATI, ST. LOUIS, and all points West.
PULLMAN CAR SERVICE ON ALL TRAINS.
Leave New-York foot of Liberty St.
For CHICAGO, 11:30 A. M., 1:30, 6:00 P. M., 12:15 night.
For PITTSBURG, 1:30 P. M., 12:15 night.
For CINCINNATI, ST. LOUIS, 9 A. M., 6 P. M.
For WASHINGTON, BALTIMORE, 9:00 A. M., (11:30 A. M. Dining Car,) 1:30 P. M., 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night. All trains run daily.
For Norfolk, Bay Line, 1:30 P. M., except Sunday.
Ticket offices: 172, 261, 415, 849, and 1,140 Broadway, 31 East 14th St., 400 Grand St., New-York; 344 Fulton St., Brooklyn. STATION FOOT OF LIBERTY ST., C. R. R. of N. J.
New-York Transfer Co. will call for and check baggage from hotel or residence to destination.

Travelers' Guide—Railroads.

"AMERICA'S GREATEST RAILROAD."
NEW YORK CENTRAL
& HUDSON RIVER R. R.
DIRECT LINE TO NIAGARA FALLS
All trains arrive at and depart from Grand Central Station, 42d Street; the only railroad station in the City. Trains leave as follows:
EMPIRE STATE EXPRESS.
8:30 A. M.—Except Sunday. Fastest train in the world. No extra fare.
ADIRONDACK AND MONTREAL SPECIAL.
8:33 A. M.—Except Sundays. For the Saranacs, Loon Lake, and Montreal. Wagner Service.
CHICAGO FAST MAIL.
9:10 A. M.—Daily for Chicago, except Sunday for Richfield Springs. Wagner Service.
SARATOGA AND LAKE GEORGE SPECIAL.
9:20 A. M.—Except Sunday. Connects for Catskills, Green Mountains, and Montreal.
DAY EXPRESS.
10:30 A. M.—Except Sunday. Saturday train runs to Cleveland and Detroit only.
WORLD'S FAIR SPECIAL.
1:00 P. M.—Daily. Due Chicago 1:45 P. M., next day. Wagner Service.
SOUTHWESTERN LIMITED.
1:00 P. M.—Daily. Due Cincinnati 10:45 A. M., St. Louis, 7:30 P. M. No extra fare.
SATURDAY SARATOGA LIMITED.
1:45 P. M.—Saturday only. Connects at Catskill for principal points in the mountains.
EXPOSITION FLYER, (LIMITED.)
GREAT 20-HOUR TRAIN TO CHICAGO.
FOR THROUGH PASSENGERS ONLY.
3:00 P. M.—Daily. Due Chicago 10 A. M. next day. Complete Wagner Service.
ALBANY, TROY, & SARATOGA SPECIAL.
3:30 P. M.—Except Sunday. Connects for Catskill Mountains. Drawing-room Cars.
NORTH SHORE LIMITED.
4:30 P. M.—Daily. Due Detroit 8:55 A. M., Chicago 4:30 P. M. Wagner Service.
FAST WESTERN EXPRESS.
6:00 P. M.—Daily. Due Chicago 9:00 P. M., St. Louis 7:45 A. M. Wagner Service.
NORTHERN EXPRESS.
6:25 P. M.—Daily. Due Burlington 4:45 A. M., Plattsburg 4:25, Montreal 6:45 A. M.
ADIRONDACK & MONTREAL EXPRESS.
7:00 P. M.—Daily. For Saranac Lake, Lake Placid, Malone, and Montreal.
BUFFALO, NIAGARA FALLS, AND 1,000 ISLANDS SPECIAL.
7:30 P. M.—Daily. Due Clayton 5:45, Buffalo 7:30, Niagara Falls 8:50 A. M.
LIMITED FAST MAIL.
9:00 P. M.—Daily. Sleeping Car Passengers for Rochester only carried on this train.
CHICAGO NIGHT EXPRESS.
9:15 P. M.—Daily for Chicago and Cape Vincent, (Thousand Islands.) Wagner Service.
PITTSFIELD, LENOX, NORTH ADAMS, AND THE BERKSHIRE HILLS, VIA HARLEM DIVISION.
Two through trains, with Drawing-room Cars, to Pittsfield daily, except Sunday: 9:01 A. M., due Pittsfield 1:35, North Adams 2:30 P. M.; 3:50 P. M., due Pittsfield 8:10, North Adams 9:10 P. M.
Fast Berkshire Express, Fridays and Saturdays only, at 2:28 P. M.; arrives Pittsfield 6:15 P. M.
For time of local trains, tickets, and space in Sleeping Cars apply at Grand Central Station or at 113, 261, 413, 785, 942 Broadway, 235 Columbus Av., 53 West 125th St., and 138th St. Station, New-York; 338 Washington St., 726 Fulton St., and 74 Broadway, E. D., Brooklyn.
Above trains, except those leaving at 8:30, 8:33, 9:10, 9:20 A. M., 1:45, 3:00, 3:30, 4:30, and 9:00 P. M., stop at 138th St.
Westcott's Express calls for and checks baggage from hotels and residences through to destination.
JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Pass. Agent.

N.Y., ONTARIO & WESTERN R.R.
Excursion Tickets, New-York to Chicago and Return, $28.00.
SPECIAL COACH EXCURSION ON SATURDAY, SEPT. 9, AND WEDNESDAY, SEPT. 13, AT $17.00.
Through trains for Chicago and the World's Fair leave foot of West 42d St. as follows, 15 minutes earlier from Franklin St.:
9:45 A. M. daily, via Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 1:45 P. M., Chicago 8:30 P. M., St. Louis 7:45 A. M.
7:45 P. M. daily, via Niagara Falls. Reclining-chair car (seats free) New-York to Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 9:40 P. M., Chicago 7:32 A. M., St. Louis 8:00 P. M.
8:45 A. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Stony Ford, Middletown, Bloomingburgh, Wurtsboro, Summitville, Ellenville, Fallsburgh, Monticello, and Liberty.
9:45 A. M. (daily) for Middletown, Fallsburgh, Monticello, Liberty, White Lake, Carbondale, Scranton, Walton, Delhi, Sidney, Norwich, Utica, Rome, Oneida, Fulton, Oswego, and Niagara Falls.
1:45 P. M. (Saturdays only) for Campbell Hall, Middletown, Bloomingburgh, Summitville, Ellenville, Fallsburgh, Monticello, Liberty, White Lake, and Livingston Manor.
3:15 P. M. (except Sunday) Vestibule Limited for Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Campbell Hall, Middletown, Mountain Dale, Centreville, Fallsburgh, Monticello, Hurleyville, Liberty Falls, Liberty, Parksville, and Livingston Manor.
4:30 P. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Middletown, Summitville, Ellenville, and all intermediate points.
7:45 P. M. (daily) for Middletown, Summitville, Fallsburgh, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich, Oneida, Fulton, Oswego, and Niagara Falls.
Tickets and Pullman accommodations at 371 Broadway. New-York Transfer Company calls for and checks baggage to destination.
J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

DELAWARE, LACKAWANNA AND WESTERN R. R.
Stations in New-York foot of Barclay and Christopher Sts.
SHORTEST LINE, VESTIBULED TRAINS, PULLMAN COACHES.
Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST, and SOUTHWEST.
9:00 A. M.—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman parlor cars. Connects at Buffalo with train for CHICAGO, arriving at 9:45 next morning.
7:20 A. M.—BINGHAMTON MAIL. Stops at principal stations.
1:00 P. M.—SCRANTON, BINGHAMTON, and ELMIRA EXPRESS. Pullman parlor cars.
4:10 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman parlor cars.
7:30 P. M. (daily)—BUFFALO LIMITED EXPRESS. Pullman sleepers. Arrives at 7:15 A. M.
9:00 P. M. (daily)—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman sleepers.
TICKETS AND PULLMAN ACCOMMODATIONS at 73 Murray St. and 429 Broadway. Tickets at Ferry Stations, 785 and 942 Broadway, 53 West 125th St., 285 Columbus Av., New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, Brooklyn. Time tables, giving full information, at all stations.
WESTCOTT EXPRESS COMPANY will call for and check baggage from hotel or residence to destination.

New-York and Boston All Rail.
N. Y., N. H. & H. R. R. and connections.
From Grand Central Station.

Leave.	By way of	Due.
9:02 A. M.,	Springfield and Worcester,	3:30 P. M.
10:00 A. M.,	**New-London & Providence,	3:00 P. M.
10:03 A. M.,	*New-London and Providence,	4:30 P. M.
11:00 A. M.,	Springfield and Worcester,	5:30 P. M.
12:00 M.,	‡Springfield and Worcester,	5:40 P. M.
12:03 P. M.,	Hartford and N. Y. and N. E.,	6:30 P. M.
1:00 P. M.,	New-London and Providence,	7:30 P. M.
2:00 P. M.,	New-London and Providence,	7:40 P. M.
3:00 P. M.,	*Willimantic and N. Y. & N. E.,	†8:40 P. M.
4:00 P. M.,	*Springfield and Worcester,	10:00 P. M.
5:00 P. M.,	*New-London & Providence,	11:00 P. M.
11:00 P. M.,	*Springfield and Worcester,	6:15 A. M.
12:00 P. M.,	*New-London & Providence,	7:00 A. M.

*Runs daily, including Sundays.
**Five-hour limited, all parlor cars. Fare, $7, including parlor-car seat.
†Arrival on Sunday twenty minutes later.
‡All parlor cars.
Return service same hours and by same route.
Through parlor or sleeping cars by each train.
C. T. HEMPSTEAD, Gen'l Pass. Agent.

ERIE LINES.
Through trains for Chicago and the West leave New-York, foot of Chambers St., daily as follows, and five minutes earlier from West 23d St.:
10:00 A. M.—Solid train to Chicago. Pullman sleeper via Chautauqua Lake. Parlor car New-York to Buffalo and Niagara Falls. Dining car.
3:00 P. M.—Vestibule Limited. Solid train for Chicago, via Chautauqua Lake. Sleepers to Chicago, Cleveland, and Cincinnati. Dining car.
6:30 P. M.—Solid train to Chicago via Niagara Falls. Sleepers to Buffalo and Chicago.
8:30 P. M.—Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati.
Tickets and Pullman accommodations at 261, 291, 401, 849, and 957 Broadway, 106 West St., 156 East 125th St., Chambers and West 23d St. Ferries, New-York; 333 Fulton St., Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. Erie Transfer Company calls for and checks baggage from hotels and residences to destination.

OTIS ELEVATING RAILWAY,
Catskill Mountains.
Connects with 9:20, 11:20, and 3:30 trains on New-York Central, and 11:35 and 3:15 trains on West Shore Railroad. Also with Albany Day Boats and Catskill Evening Line.
A LIMITED TRAIN over the New-York Central on Saturdays at 1:45 P. M. for Catskill, without stop, connects with Otis El. R'y; due at the Mountain Station in 3 HOURS AND 30 MINUTES.

Travelers' Guide—Railroads.

PENNSYLVANIA RAILROAD.
THE STANDARD RAILWAY OF AMERICA
PROTECTED THROUGHOUT BY
Block Signals & Interlocking Switches
TRAINS LEAVE STATIONS foot of Desbrosses and Cortland Streets.
In Effect July 2, 1893.
THE COLUMBIAN EXPRESS.
9:00 A. M.—Pullman Vestibule Sleeping Cars to Chicago and Cincinnati, Dining, Smoking, and Passenger Coaches to Chicago. Arrives in Cincinnati 6:35 A. M., Indianapolis 7:55 A. M., Chicago 10:00 A. M. next day.
FAST LINE.
9:00 A. M.—For Pittsburg and Central Pennsylvania. Parlor Car to Pittsburg.
THE PENNSYLVANIA LIMITED.
12:00 NOON.—Composed exclusively of Pullman Vestibule Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars, presenting financial reports, stenographers and typewriters, bathrooms for both sexes, ladies' maid, barber's shop, library, and all the conveniences of home or office. Lighted by stationary and movable electric lights. Arrives Chicago 12:00 noon.
ST. LOUIS, CINCINNATI AND CHICAGO EXPRESS.
2:00 P. M.—Pullman Vestibule Sleeping and Dining Cars to St. Louis, Cincinnati, and Chicago. Vestibule Smoking Car and Passenger Coaches to St. Louis. Arrives Cincinnati 10:50 A. M., St. Louis 7:30 P. M., and Chicago 5:30 P. M.
THE WESTERN EXPRESS.
6:30 P. M.—Pullman Vestibule Sleeping Cars to Pittsburg, Chicago, and Cleveland. Dining Car to Chicago. Arrives Cleveland 11:40 A. M., Chicago 9:30 P. M. next day.
SOUTHWESTERN EXPRESS.
7:50 P. M. week days, 7:45 P. M. Sundays.—Pullman Vestibule Sleeping Cars to Cincinnati and St. Louis. Dining Car Altoona to Richmond. Arrives Columbus 2:25 P. M., Cincinnati 6:00 P. M., and St. Louis 7:00 A. M. second morning.
PACIFIC EXPRESS.
8:00 P. M.—Pullman Buffet Sleeping Car New-York to Chicago; arrives daily Chicago 7:30 A. M., (second morning,) Toledo 11:20 P. M., Columbus 7:15 P. M., and Cleveland, week days, 6:10 P. M.
SHENANDOAH VALLEY ROUTE for points on Norf. and West., and East Tenn., Va. and Ga. Rds. 5:00 P. M., daily, with Sleeper to New-Orleans, and 12:15 night, with Sleeper to Memphis.
FOR BALTIMORE, WASHINGTON, AND TO THE SOUTH.
10:00 A. M.—"Washington Limited" week days, Vestibule Pullman Parlor Cars, Passenger Coaches, Dining Car to Baltimore.
3:40 P. M.—"Congressional Limited" daily, Vestibule Pullman Parlor Cars and Dining Car, arriving Washington 8:25 P. M.
ADDITIONAL EXPRESS TRAINS: 6:20, 8:00, 8:30, 9:30, and 11:00 A. M., 2:10, 4:30, 5:00, 9:00 P. M., and 12:15 night. Sunday, 6:15, 8:30, and 9:30 A. M., 4:30, 5:00, and 9:00 P. M., and 12:15 night, Washington only, 4:30 P. M. daily, no Coaches.
9:30 A. M.—Atlantic Coast Line Express daily. Sleepers to Charleston, Columbia, Jacksonville, and Port Tampa; 9:00 P. M. daily, Sleeper to Jacksonville.
4:30 P. M.—Richmond and Danville Express daily. Sleepers to Augusta and New-Orleans. Dining Car. (No Coaches.)
5:00 P. M.—Daily for all points on Chesapeake & Ohio Railway. Through Sleeping and Dining Cars.
FOR OLD POINT COMFORT and NORFOLK via Cape Charles Route, 8:00 A. M. week days, and, with Through Sleeper, 8:00 P. M. daily.
FOR ATLANTIC CITY, 1:50 P. M. week days, with Through Buffet Parlor Cars and Day Coaches.
FOR CAPE MAY, 1:00 P. M. week days.
For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 3:30, 7:30, 9:10, 10:00 A. M., 12:10, (1:20 Saturday only,) 2:30, 3:10, 3:40, 4:20, 5:10, and 7:00 P. M. week days. Sundays, 8:15, 9:45 A. M., and 5:15 P. M. (Do not stop at Asbury Park and Ocean Grove on Sundays.)
FOR PHILADELPHIA.
Express: 6:20, 7:20, 8:00, 8:30, 9:00, 9:30, (10:00 Washington Limited, with Dining Car,) and 11:00 A. M., (12:00 noon Penn's Limited, with Dining Car,) 12:20, 1:00, 2:10, 3:00, 3:30, 4:00, 4:30, 5:00, 6:00, 6:30, 7:50, 8:00, and 9:00 P. M., and 12:15 night. Sundays, Express, 6:15, 8:30, 9:00, 9:30, 10:00 A. M., (12:00 noon Limited,) 2:00, 4:00, 4:30, 5:00, 6:30, 7:45, 8:00, 9:00 P. M., and 12:15 night.
Ticket Offices: Nos. 433, 944, 1,196, 1,323, 113, and 261 Broadway, 1 Astor House, 134 East 125th Street, 264 West 125th Street, 251 Columbus Avenue, 737 Sixth Avenue, and foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, foot of Fulton Street, Brooklyn; 129 Hudson Street, Hoboken; Station, Jersey City.
The New-York Transfer Company will call for and check baggage from hotels and residences through to destination.
S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

CENTRAL RAILROAD OF NEW JERSEY
(Anthracite Coal used exclusively, insuring cleanliness and comfort.)
Four tracks. Protected by Automatic Block Signal System. Trains leave Station foot of Liberty St.
Time Table in Effect June 25, 1893.
For Philadelphia, week days, 4:00, 8:00, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 2:15, 3:30, (Dining Car,) 4:00, (Buffet Parlor Car,) 5:00, 6:00, 7:30, 8:45 P. M., 12:15 night. Sunday, 9:00, 10:30, 11:30 (Dining Car) A. M., 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.
For Baltimore and Washington, week days and Sundays, 9:00, 11:30 (Dining Car) A. M., 1:30, 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 8:45 A. M., 1:00, 4:30, 5:45, 7:30 to Allentown, P. M. Sundays 4:30, 7:15 A. M., 1:00, 5:30 P. M.
For Wilkesbarre, Pittston, and Scranton, 8:45 A. M., 4:30 P. M. Sundays, 4:30 A. M.
For Reading at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 2:15, 4:00, 5:00, 5:45, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 1:30, 3:30, 5:00, 5:30, 6:00 P. M., 12:15 night.
For Harrisburg at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 5:00, 5:45 P. M., 12:15 night, excepting Saturday night. Sundays, 11:30 A. M., 1:00, 1:30, 5:00, 5:30 P. M., 12:15 night.
For Pottsville at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 3:30, 6:00 P. M., 12:15 night.
For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 7:15 A. M., 6:00 P. M., 12:15 night.
ALL-RAIL ROUTE.
For Long Branch, Ocean Grove, &c.
For Red Bank, Long Branch, and points south of Point Pleasant, 4:30, 5:50 to Red Bank, 8:15, 11:30 A. M., (1:20 Saturdays only,) 1:30, 2:15, 3:30, 4:00, 4:30, 5:30, 6:15 P. M. Sundays, except Ocean Grove and Asbury Park, 9:15, 11:30 A. M., 4:00 P. M.
For LAKEWOOD, Toms River, Barnegat Park, and Barnegat, 4:30, 8:15 A. M., 1:30, 4:30 P. M.
For Beach Haven, Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.
For Monmouth Beach, Seabright, and Highland Beach, 4:30, 8:15, 11:30 A. M., 1:30, 4:30, 6:15 P. M.
SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.,
From Pier 8 N. R., foot Rector St.
For Atlantic Highlands, Highland Beach, Normandie, Seabright, Monmouth Beach, and Long Branch at 4:30, 9:00, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.
For Elberon, Ocean Grove, Asbury Park, and Point Pleasant, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M.
For Lakewood, Toms River, and Barnegat, 4:30 A. M., 1:00, 3:45 P. M.

WEST SHORE RAILROAD.
(N. Y. C. and H. R. R. R. Co., Lessee.)
Excursion Tickets to World's Fair good for Ten Days, $17.00; also, Round Trip Tickets good until Nov. 15, $28.00.
Trains leave West 42d St. Station, New-York, as follows, and 15 minutes earlier from foot Franklin St.:
3:30 A. M. Daily local to Suspension Bridge and Catskill Mountains, except Sundays, west of Coeymans Junction. Sleeping car New-York to Bloomville Sundays only. Can be occupied 9 P. M.
7:30 A. M. Daily local to Albany for Catskill Mountains and Saratoga. Parlor car to Albany Sundays only.
10:10 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Chicago, except Saturday for Toronto.
A 11:35 A. M. Daily, except Sunday, to Catskill Mountains, New-Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Caldwell, Lake George. Parlor cars to Bloomville, Saratoga, and Caldwell.
1:15 P. M. Saturdays only. Half-Holiday Special to Catskill Mountains. Parlor car attached.
4:00 P. M. Daily, except Sunday, for Albany.
5:15 P. M. Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.
6:30 P. M. Daily, except Sunday, for Newburg, Albany, Saratoga, and Montreal. Parlor car to Kingston.
8:15 P. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.
A, Leaves Brooklyn by Annex, 11:00 A. M.; Jersey City, P. R. R. Station, 11:20 A. M.
HAVERSTRAW LOCALS, 7:00 A. M., 2:45, *5:35, 7:45 P. M.
NEWBURG LOCALS, 8:25, *10:10 A. M., *1:15, 4:30, 5:15, *6:30, *11:45 P. M. *Daily.
Wagner Sleeping Cars for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago on all through trains.
For tickets, time tables, parlor and sleeping car accommodations, or information, apply offices: Brooklyn, 333 Washington St., 726 Fulton St., Annex Office, foot Fulton St.; New-York City, 113, 291, 363, 785, and 942 Broadway, 143 Bowery, 31 East 14th St., 53 West 125th St., and at stations.
C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New-York.

NEW-YORK AND LONG BRANCH RAILROAD.
Summer Schedule, in effect June 25, 1893.
FOR RED BANK, LONG BRANCH, ELBERON, OCEAN GROVE, ASBURY PARK, SPRING LAKE AND POINT PLEASANT.
Trains leave station foot of Liberty St. at 4:30, (5:50 to Red Bank,) 8:15, 10:30, *11:30 A. M., (*1:20 Saturdays only,) 1:30, 2:15, *3:30, 4:00, *4:30, 5:30, 6:15 P. M. Sundays, 9:15, 11:30 A. M., 4:00 P. M.
Trains leave station foot of Cortlandt and Desbrosses Sts. at 3:30, 7:30, 9:10, *10:00 A. M., 12:10, (*1:20 Saturdays only,) 2:30, *3:10, *3:40, (except Red Bank,) 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.
*Denotes express trains.
Sunday trains do not stop at Ocean Grove and Asbury Park.
RUFUS BLODGETT, Supt. New-York and Long Branch R. R. Co.
J. R. WOOD, Gen. Pass. Agt. Penn. R. R. Co.
H. P. BALDWIN, Gen. Pass. Agt. Central R. R. Co. of N. J.